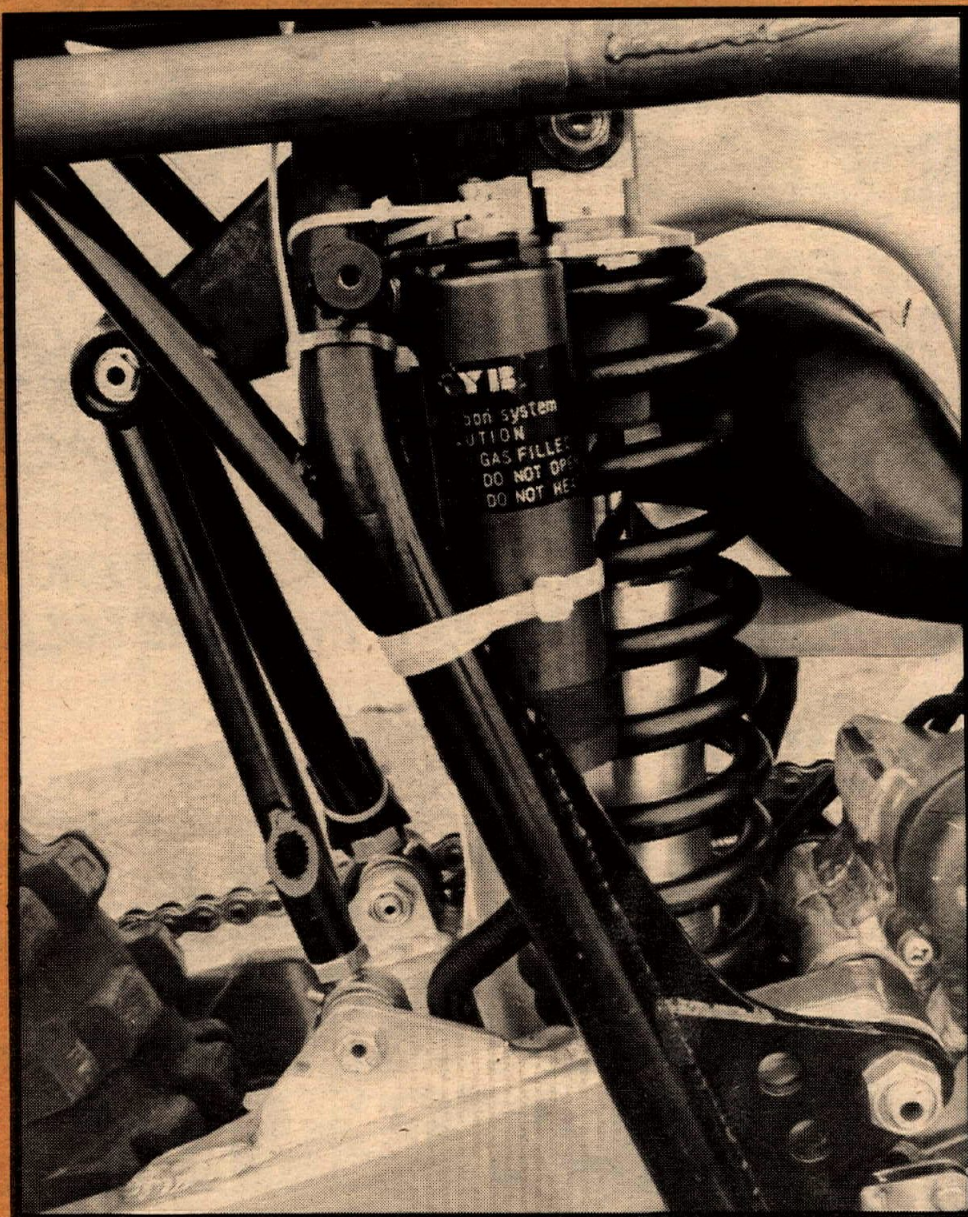
CYCLE NEWS®

WEST Volume XVI : Number 12 : April 4, 1979 75¢

UNIQUE UNI-TRAK UNVEILED



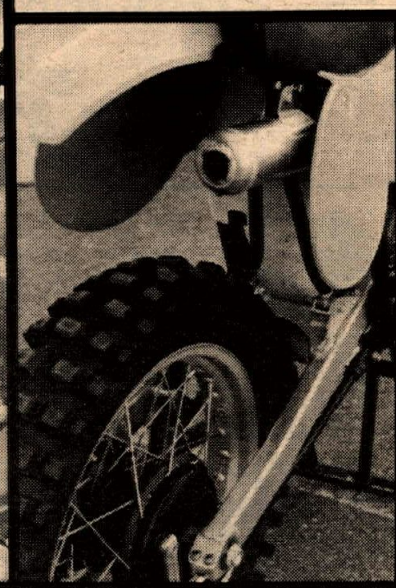
Kawasaki's strangest shocker revealed!

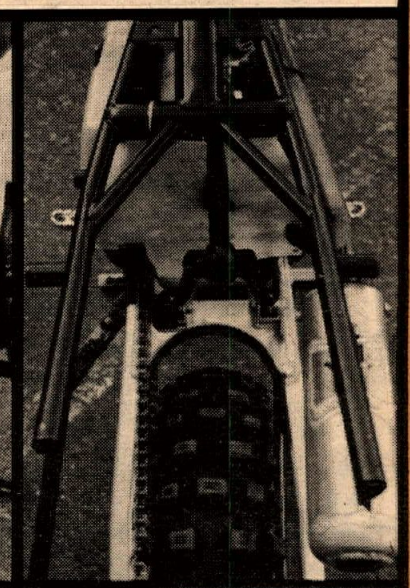
Hangtown!

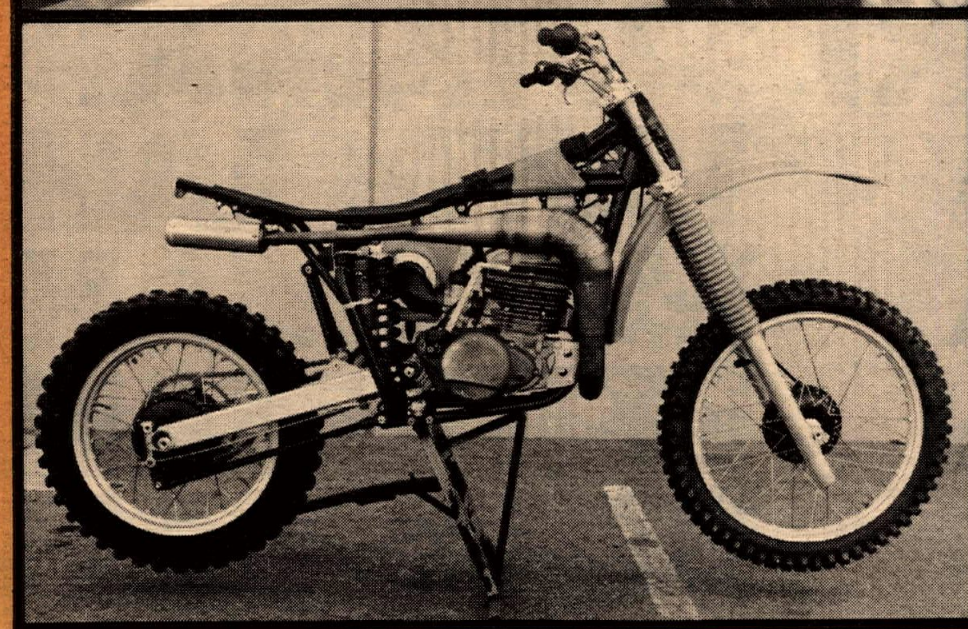
New year, new winner, new MXer claimed

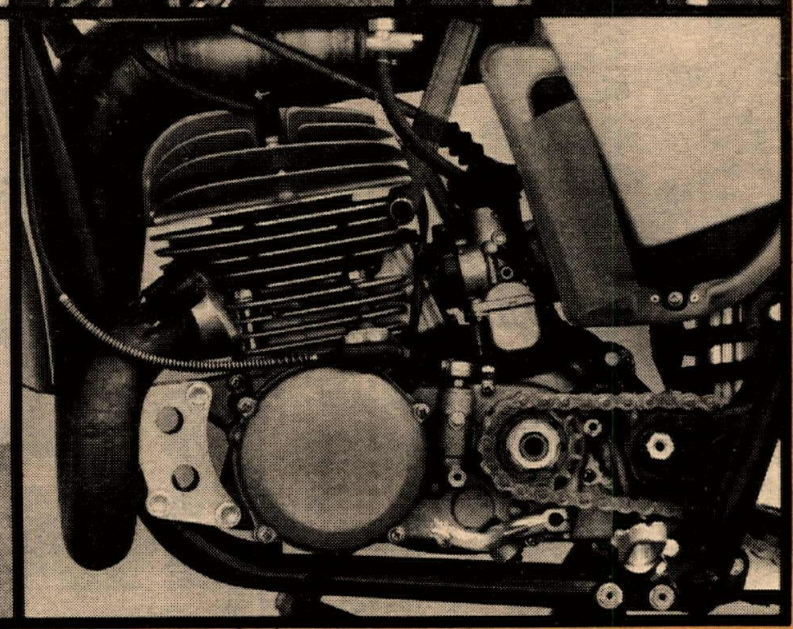
Mexicali 250

Super SCORE upset!









NEWSPAPER

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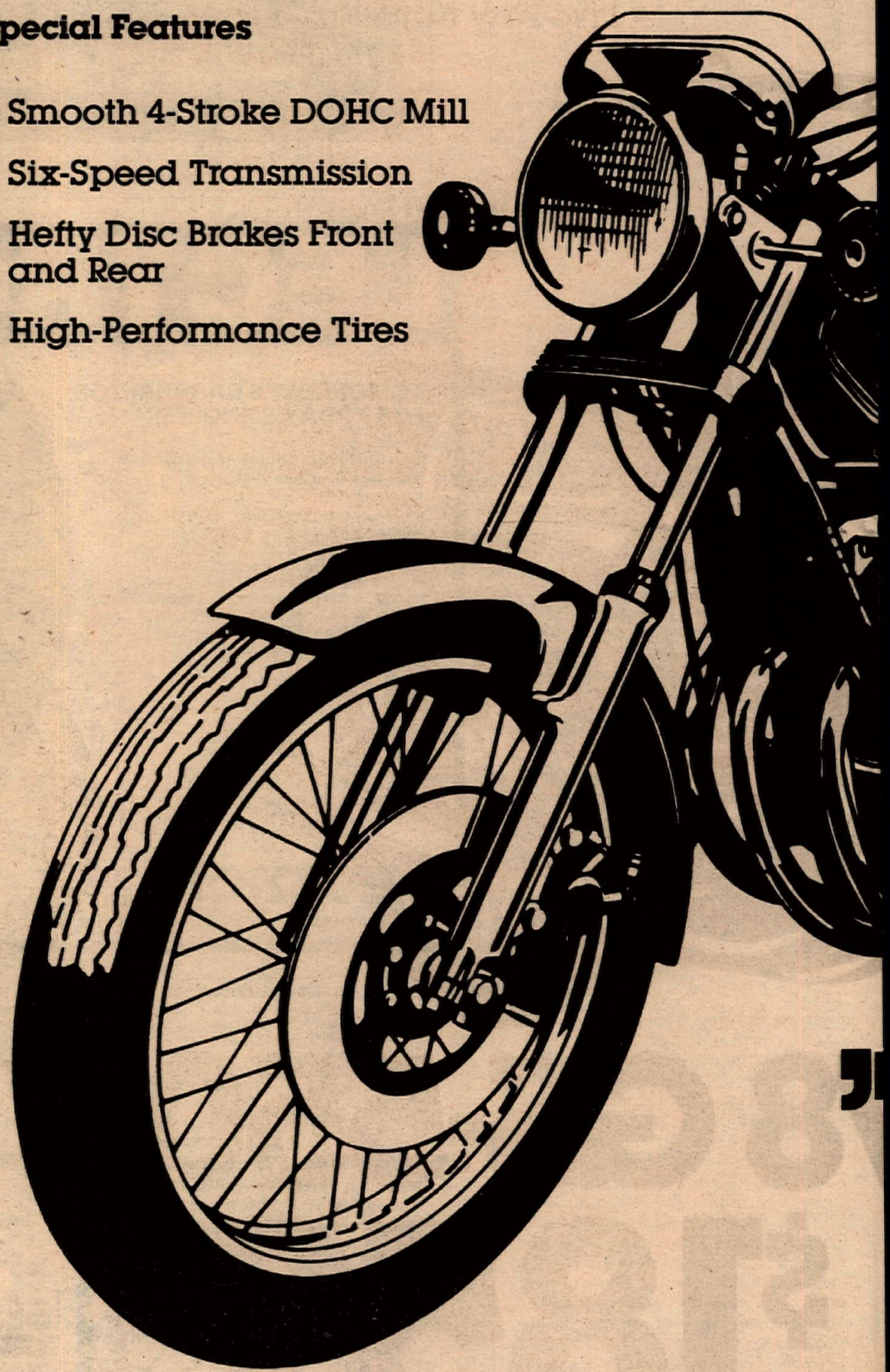

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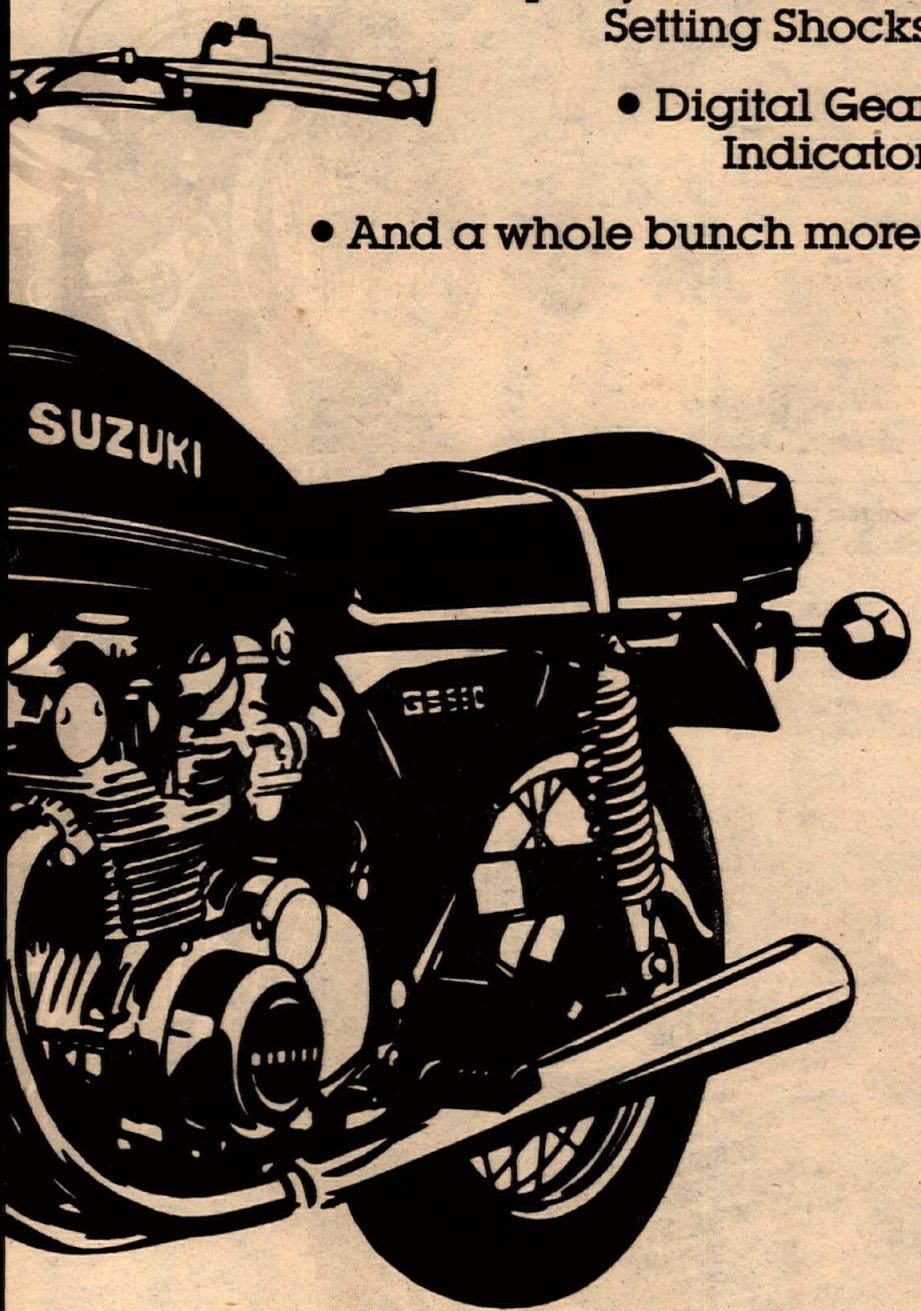

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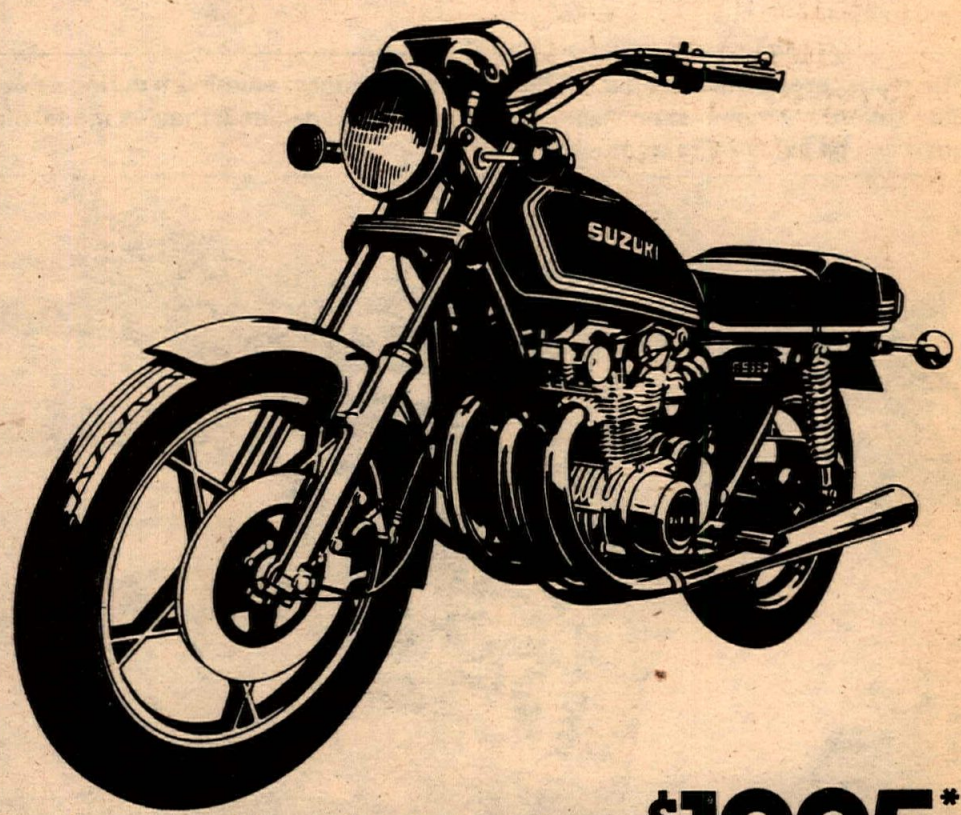
- And we've only just begun!



'78 GS-550E $1995*

SUZUKI®

Suzuki. The performer.

What's in a name?

Say "monoshocker" in the presence of Team Kawasaki's MX squad, and you'd better be ready to duck!

By Charles Morey

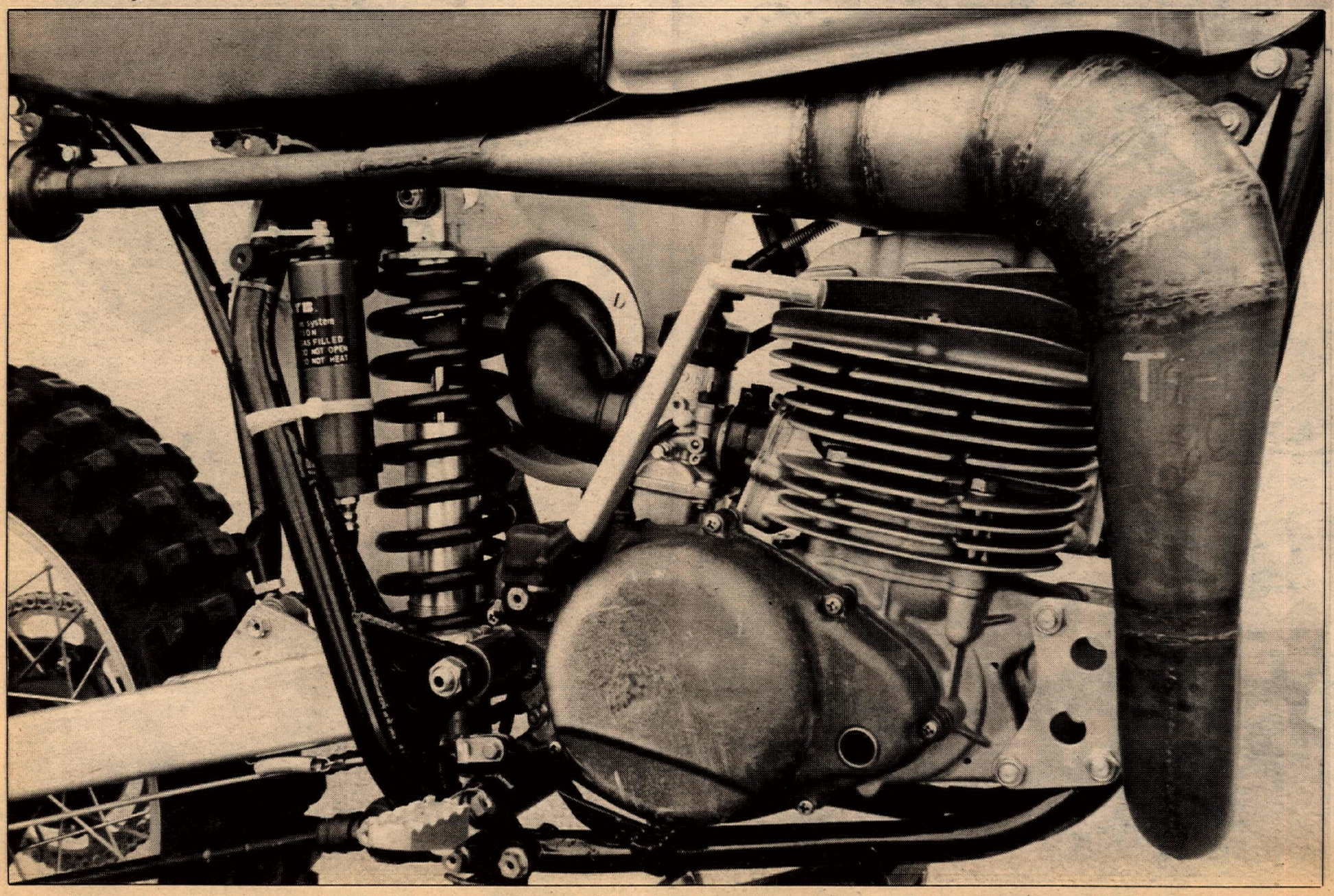
Uni-Trak. That's the name. Kawasaki Motors Corporation, USA has introduced a new single-shock rear suspension system to the motocross world, and they don't want it confused with the other one.

Now that the machine's been shown — at Hangtown last weekend — they don't have to worry about it anymore. Now we can see that there's no comparison. The Uni-Trak is unique. It'll never be confused with anything else again.

This year, the 1979 racing season, will be remembered as the year KMC, USA "returned" to racing. They've been there all along, sure. But not with the complete commitment in machinery, manpower and multi-yen that's present in '79. The Uni-Trak is part of that program.

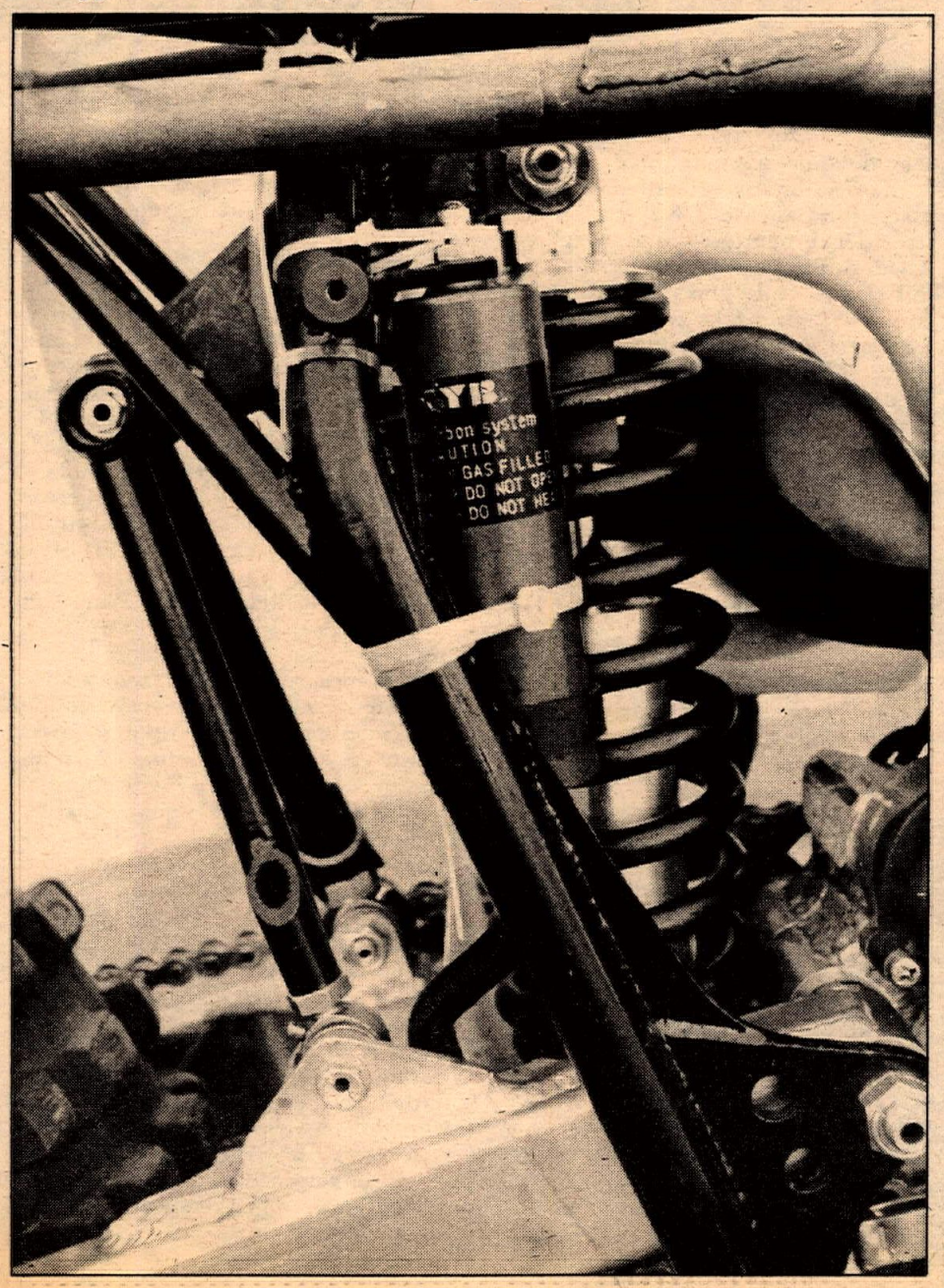
Kawasaki people here in the U.S. saw photos of the Uni-Trak last July, and of course, they've been using the original version of it on their works 250cc road racer for a few years. Now it's here, in prototype form, and the design is likely to see production for the 1980 model year. It depends, to some extent, upon the results this season. With Brad Lackey campaigning the 500cc version in Europe and a full team of talented riders on the U.S. circuit, Uni-Trak is looking more and more like a sure thing at Team Green dealerships.

The crankcases of the all-new KX250SR-80 are sandcast aluminum during development stages; they'll be die cast magnesium when the design's finalized. Side covers are magnesium. Gear ratios are still being decided; they've made three changes so far. The Uni-Trak is designed to deliver 12" of rear wheel travel, but it can be adjusted to as much as 13½".

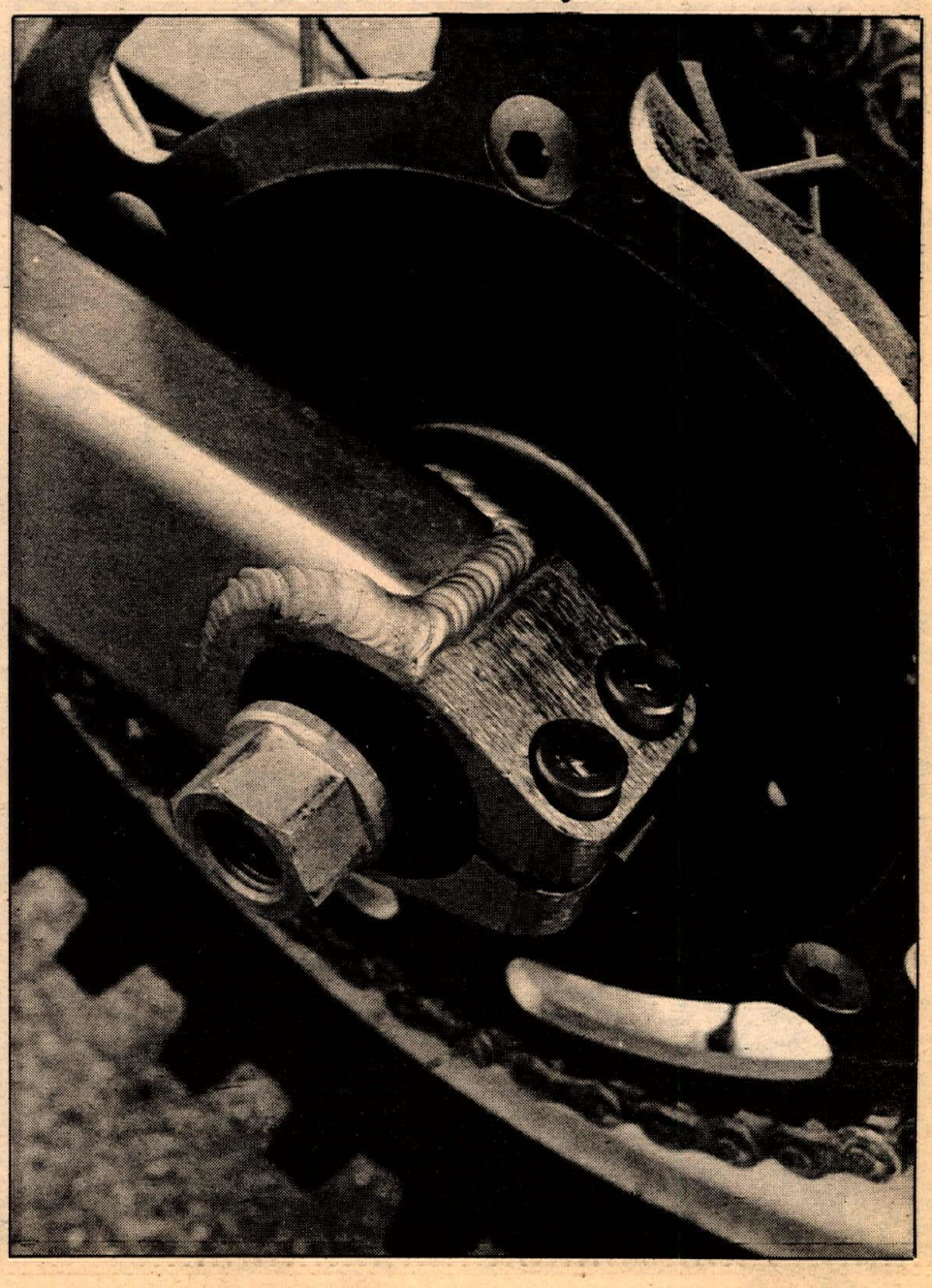


Shown here is the 249cc second stage prototype KX250SR-80. It weighs-in at 208 lb. unlike the first version that had an ungainly 250 lb weight problem. The 123cc version weighs 182 lb. and the Open class machines (several displacements, none for public knowledge) check-in at 220 lb. A third updated stage is expected this summer..

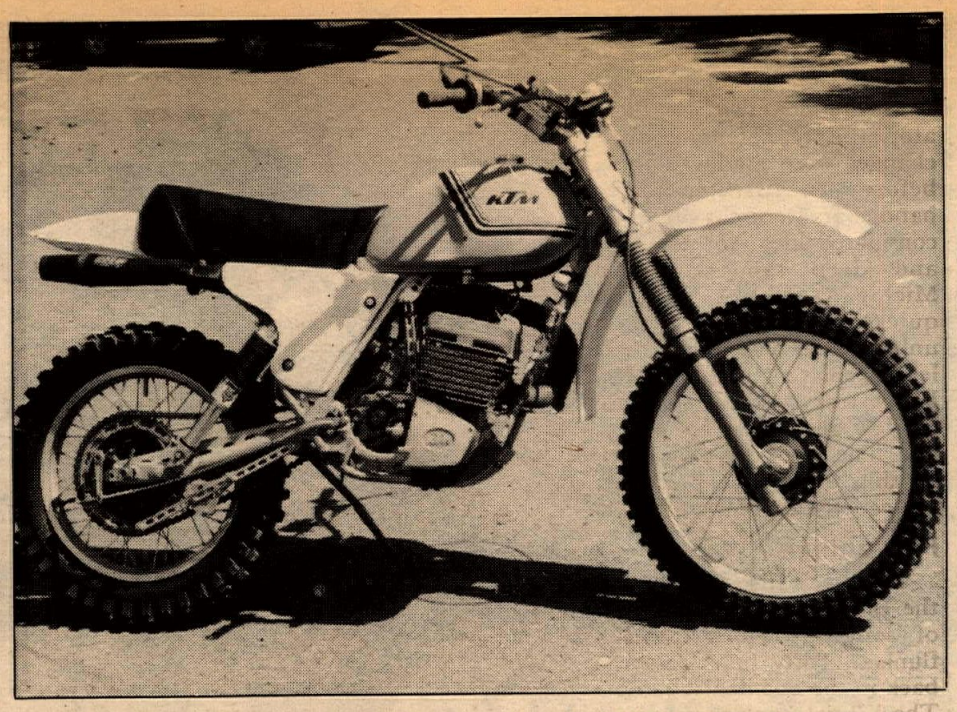
Kayaba designed a shock for Kawasaki's Uni-Trak system. The accumulator is similar in design to the ones used on their two-shock models but bigger. Preload is set by two locking ring nuts at the bottom of the shock.



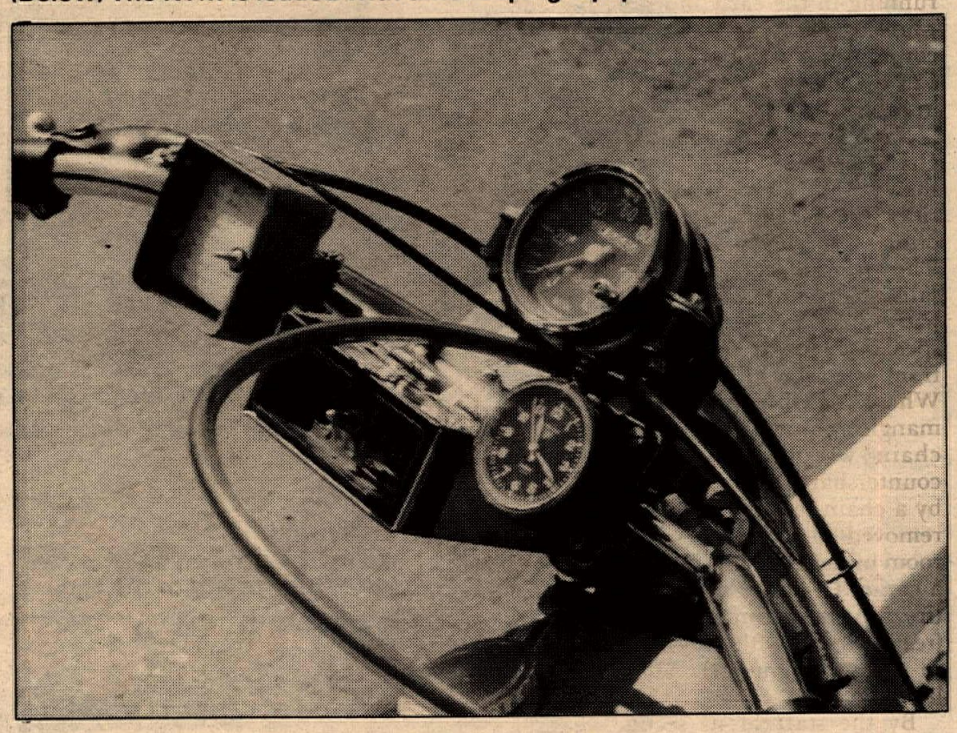
Kawasaki's ingenious eccentric at the rear axle allows the wheel to be changed without changing chain adjustment, and vice-versa. Loosen the Allen head screws and turn the eccentric to adjust.



You want a bike that keeps running — no matter what.



(Above) KTM 250 set up for California enduros and hare scrambles.
(Below) The KTM is loaded with timekeeping equipment.



Championship Enduro

Shaping your bike for enduro

Make it fit you

No matter how much thought a motorcycle manufacturer puts into a machine designed for enduro or the related sport of reliability trials, no matter how closely the designers and engineers pay attention to what riders really want and need for back-country competition on and off the road, most riders make changes to fit their bike to their personal preferences and style of riding and to their own physical build. And it makes no difference how high the quality is or how up to date and exotic the components may be.

With the latest all-out enduro bikes, the alterations and shaping may be subtle. But even top-ranking factory riders make some changes. They overlook no detail in turning an already excellent cross-country motorcycle — one whose design they have probably influenced — into a mount that's a little more reliable under severe conditions, a little better suited to their changing needs.

Not everyone can afford a new bike every year, or even wants one. There are advantages to staying with one motorcycle awhile in competition. You get familiar with it, and you have the special tools and know-how to maintain and repair it. In addition, you've probably learned the secrets of riding it well. You've discovered its ideosyncrasies the hard way, through a long series of sometimes painful crashes and frustrating DNFs. So unless you're looking for a new bike and have the money to choose from among the best, the only way you'll come close to getting the qualities you want or may need for enduro is through some degree of modification of your present motorcycle or one you can afford, and in the addition of vital equipment to it. If you do it right, this should make your bike as competitive as the majority of enduro mounts, and with proper prepping before each event you may even have the edge.

Two examples

As examples let's look at what was done to a medium-priced street-trail motorcycle, a Can-Am 125 T'NT, before and during its life as a serious enduro bike in two seasons of eastern enduro. Then we'll see how a western rider shaped his KTM 250 GP Cross Country, an expensive machine which should require a minimum of changes.

Like so many so-called enduro bikes, the Can-Am T'NT started out street-legal, cluttered and weighted down with lights and other stuff better left off, and shod with those "universal" tires that are not the best for street use and certainly not on trails. This model 125 also had a reputation for less than satisfactory rear suspension, which could be improved most easily by moving the lower shock mounts forward a little.

So before it left the dealer, Lindy's Suzuki of Romero, Mich., this Can-Am sported high-quality knobbies — a 3.00 x 21 Trelleborg in front and a 4.00 x 18 Metzeler-manufactured Hi-Point on the rear — in place of the stock universals, and shock mounting gussets had been welded to the top of the swingarm, permitting moving the lower mounting position forward either two or four inches. Further changes were made at home to prepare it for enduro riding. The stock muffler, which was extremely quiet, but heavy and not U.S. Forestry approved, and which also blocked use of the forward set of upper shock mounting holes in the frame, was replaced with an X-Dusor silencer-spark arrestor mounted farther to the rear at the end of a short piece of custom-bent tubing connecting it with the stock upswept exhaust pipe.

Test riding at a local MX course proved the need for better shocks, so a set of 13.4-inch Koni dampers with heavy-duty 80-pount Hi-Point springs was installed using the most forward set of top holes and the two-inch-forward lower mounts.

Unnecessary lights and equipment were stripped off the bike to reduce weight and eliminate some of the clutter. Turn-indicator lights, speedometer lights, unnecessary wiring, rearview mirror and the handlebar-mounted ignition switch were taken off, and the headlight and tail light were replaced with the fashionable and nearly indestructible Preston Petty plastic headlight number plate with its 4½-inch sealed-beam bulb, and a Hillmart rubber-mounted enduro tail light and license plate holder. The stock plastic front fender on the Can-Am is a little skimpy, so it was replaced with an unbreakable Petty integral-bracket Mudder, deep and long to help keep mud off the engine and rider.

The speedometer, satisfactory for a beginning enduro rider, would not do the job in serious competition so it was removed and a Specmo 24-mph Enduro Pilot was rubber mounted with a Hi-Point bracket on the handlebar crossbrace, down behind the number plate where it's protected from damage, yet easy to read.

While the Betor forks on this bike are more than satisfactory for enduro-trials, with 6½ inches of travel, the vent holes in the caps, which help them work so well, squirted oil on the rider. The solution was to tap the vents for hollow 8-32 screws (drilled out on a lathe), which were long enough after they'd been screwed into the caps and the heads cut off, that plastic tubing could be fastened to each one. Open-ended loops of gas line were installed on each fork vent so the oil goes just part way up the tubing, then is sucked

back into the fork legs as they extend. The ends were taped to the back of the number plate, out of the way.

Besides mounting a leather tool bag atop the rear fender, three other changes were made to the Can-Am before its first enduro — the handlebars were cut off to 32 inches, considered ideal for the tight woods and deep sand encountered in Michigan enduros, a quarter-turn quick throttle, new grips and unbreakable clutch and front brake levers replaced the stock items, and a larger rear sprocket was installed to get low gear down to a fast walk at idle. The bike comes with a skid plate so this important piece of engine protection didn't need to be added.

First enduro

The bike's first all-out test came in the Lonesome Pine in the mountains of southwestern Virginia, and it flunked. Forty miles from the start, back in the boonies, it ran out of gas! The 1.7-gal. tank that came with this Can-Am was dry. Lots of low-gears running in the early morning fog and rain-slicked, rocky hills had increased consumption way beyond normal for a 125 on the trail. A 2.5-gal. tank was installed before the next enduro.

Throughout the first season small changes were made as problems showed up. Even with a 125-pound rider the shocks were bottoming too often so heavier springs were installed. The original foam air filter, while satisfactory, was eventually replaced with a Twin-Air treated with the special Twin-Air oil that keeps water from passing through to the intake. When the flimsy chain guide was mangled beyond straightening and the chain wrapped itself around the countershaft sprocket, it was replaced by a chain tensioner. The battery was removed to reduce weight and make room under the right number plate for a can of Cycle Spare, in case of a flat tire. The front rim got badly bent in a freak collision with another motorcycle so a lightweight DID alloy rim was laced on.

By the start of its second year of competition this Can-Am had evolved from a street-trail bike into a hard-core enduro machine. It was already a veteran of three nationals and many state championship runs, and it sported a new softer seat, a folding shift lever and many replacements for the original replacements. It had become an enduro motorcycle tailored exactly to its rider, but the total cost was approaching that of the best box-stock off-road bikes on the market. Machines like the Husqvarna WRs and the Penton/KTM Enduros, which are sold race-ready.

KTM made better

Or are they? What was done to a 1977 KTM 250 GP Cross Country to prepare it for competition gives a good idea of what may be needed on even the best off-road cycle.

The Dirt Factory in Concord, Calif., set up this KTM to be the best enduro machine around for the predominantly dry, hard terrain of most western runs. Cost was a secondary consideration, and about $600 was spent shaping and increasing the reliability of an already expensive off-road motorcycle.

Work started with the disassembly of the basic bike down to its frame and wheels. To help increase low and mid-range and to make the engine easier to start, the timing was retarded from

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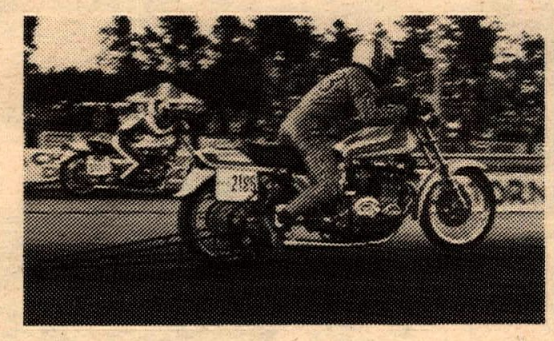
Kawasaki wins Pro Stock at Gator Nationals.



Wayne Buckler of N. Fort Meyers, Florida, pulled it off in the last round, but not without some heavy breathing from Bob Carpenter, who had already set an E.T. record of 9.13 seconds in his qualifying run. Both Wayne and Bob were riding Kawasaki KZ1000s. You can check one out at your local Kawasaki dealer. The only difference is that your dealer's KZ1000 will be slightly slower. The rest is up to you.

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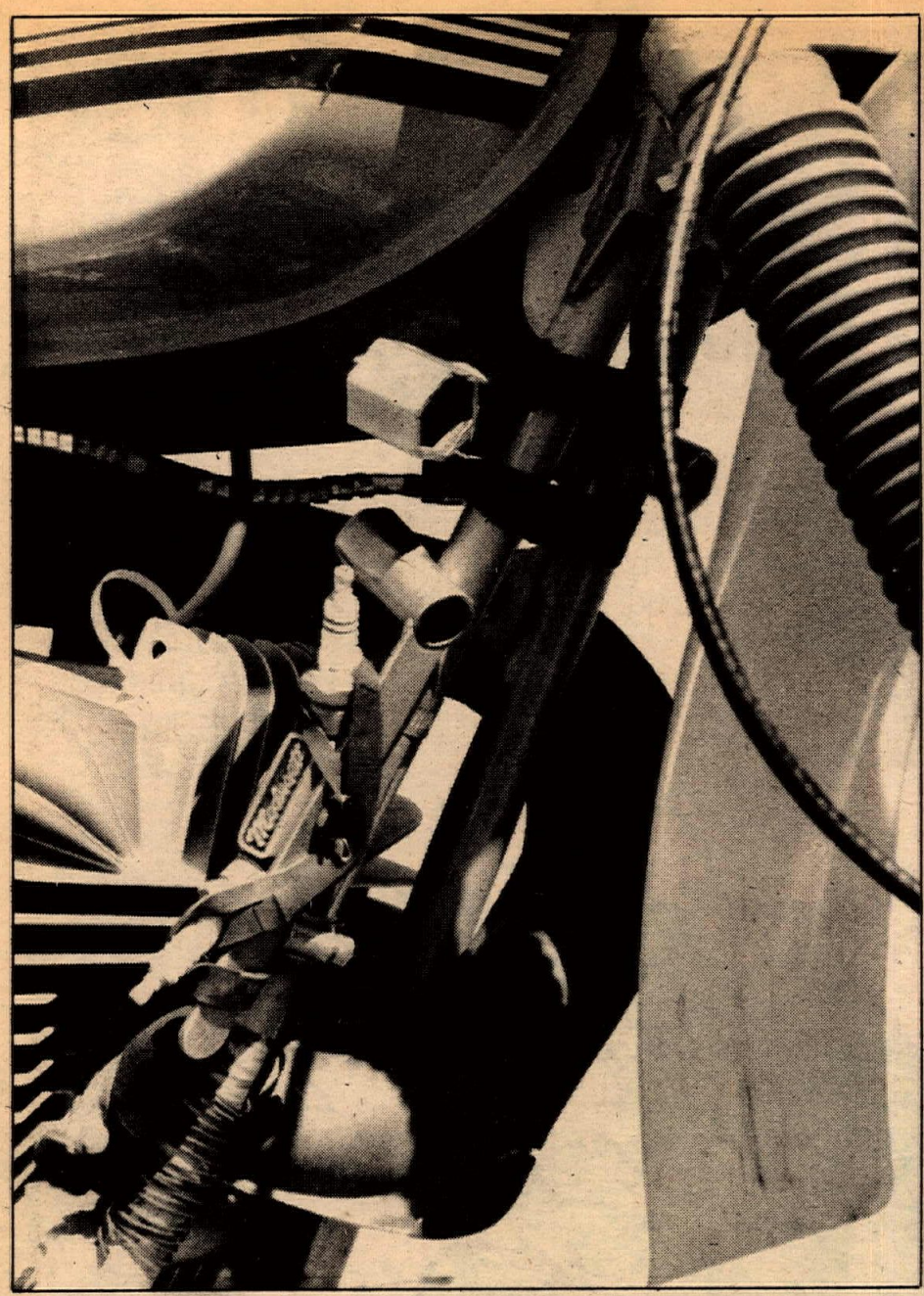
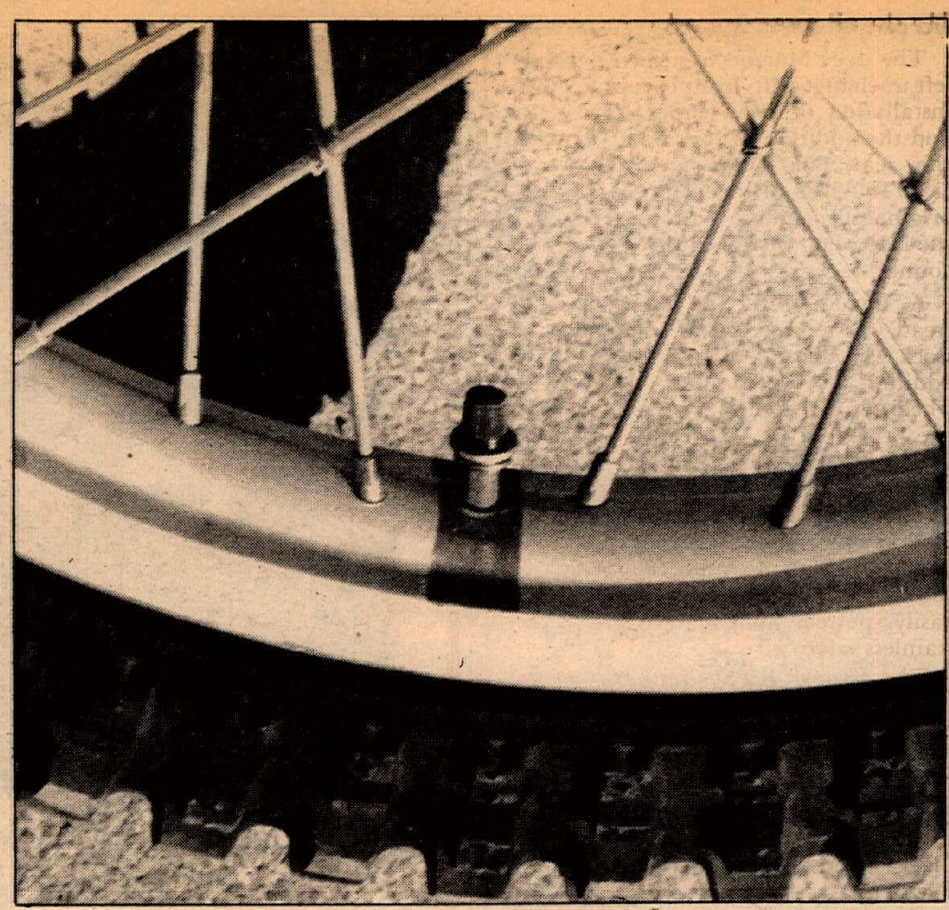
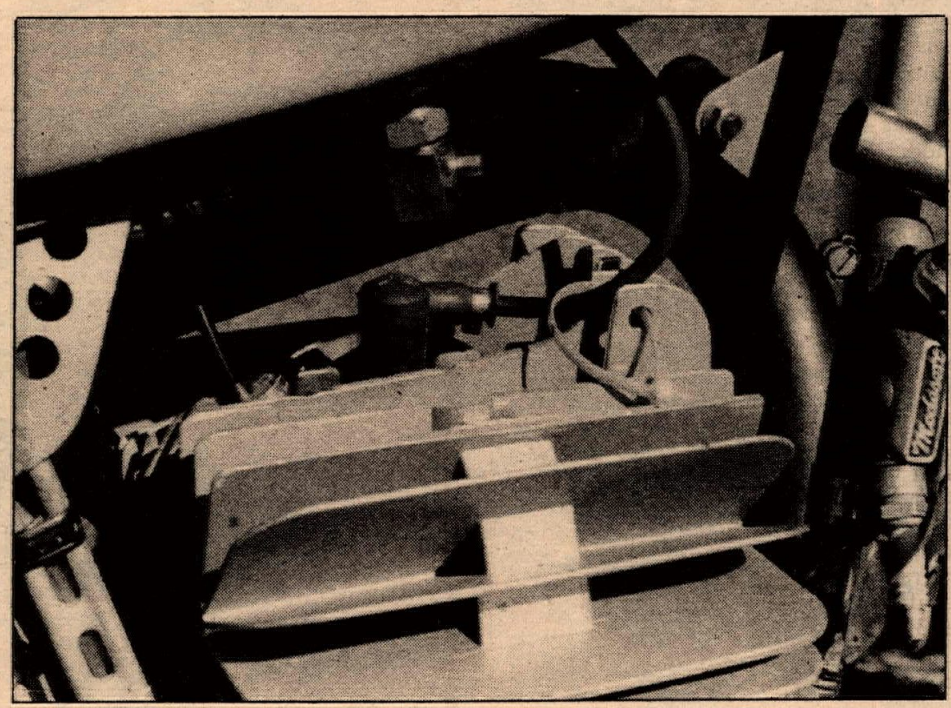
True Grip

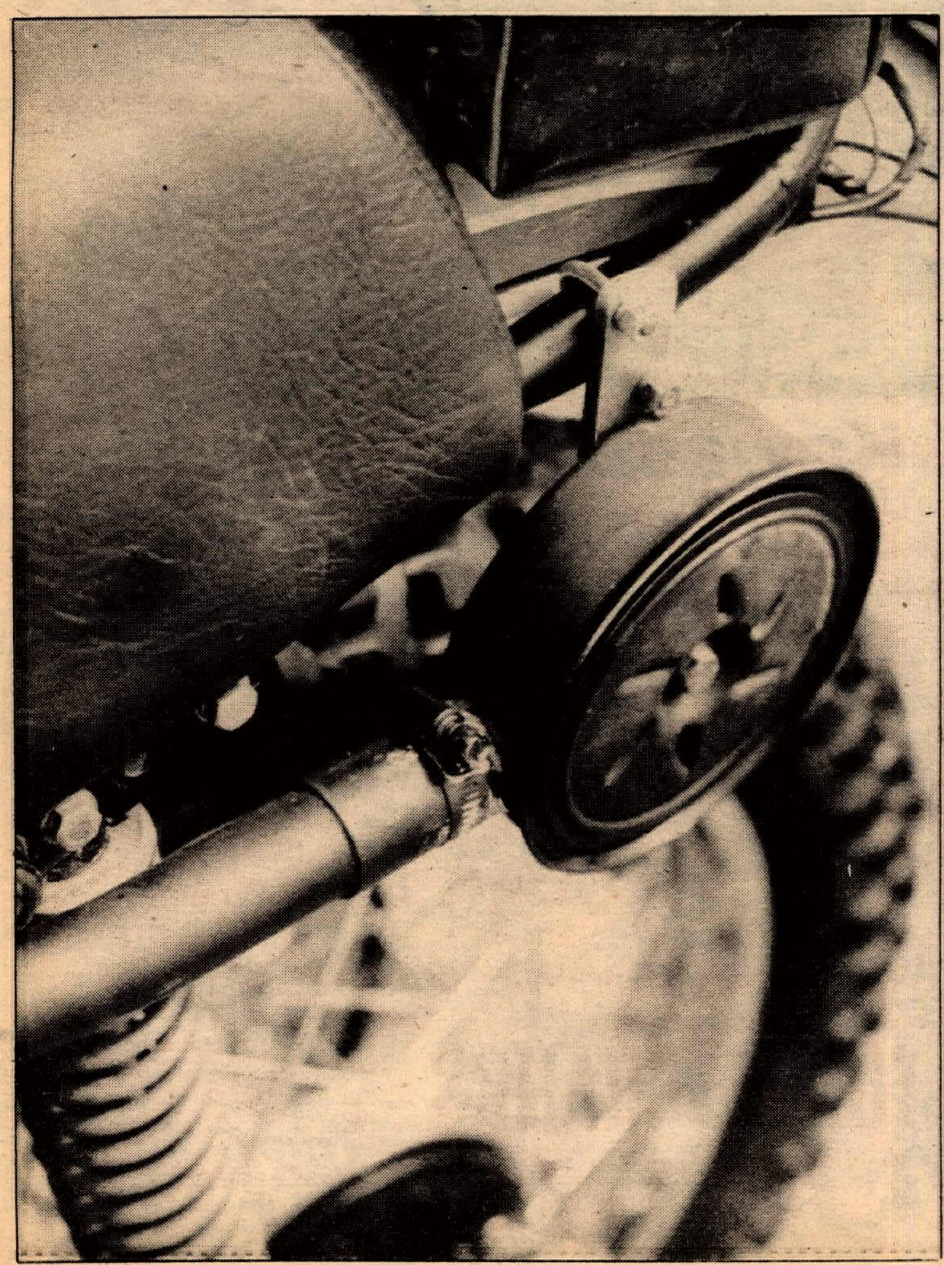




(Above) Paint makes the valve stem easy to locate in a hurry. (Below) Fins are cut away for easier access to spark plug.



(Above) Tools, extra plugs and wire are carried on the downtube. (Below) The Can-Am was fitted with a lighter X-Dusor silencer/spark arrestor.



2.55mm (stock) to 2.40mm, and the deck height was raised slightly, from .052 inches to .060 inches, and made more accurate, decreasing the extremely high compression ratio of the KTM power plant. (The deck height is increased by adding gaskets at the base of the cylinder, not at the head.) Surgery on some of the fins on both the cylinder head and the lower rear portion of the cylinder, itself, was done to give better access to the sparkplug and the carburetor, both difficult to get at on the stock machine. A hole was drilled in the top of the right vertical head fin near the front so the sparkplug wire could be tied away from the exhaust pipe.

The sparkplug wire on this bike is much too long when it comes from the factory so it was cut to the right length and a waterproof Malcolm Smith plug cap was installed. The coil wires were safetied to the coil with .080 inch stainless wire underneath protective rubber boots. This prevents the wires from coming off the coil, at the same time maintaining waterproofing. The coil, itself, was taped firmly to the frame, and weatherstripping was added to the top part of the frame at the points where the gas tank rests to pad it.

The Big V54 carb comes with a float designed to increase fuel capacity in the float bowl to help eliminate the fuel starvation problem experienced at high speed with earlier Bings. But with a #50 pilot jet this extra bowl capacity causes a rich running condition on low end, and when the engine is stalled it allows fuel to dump directly into the engine. To cure this problem, Dirt Factory put in the old-style floats and switched to a #40 pilot jet, which still allows passage of enough fuel to start the engine when it is warm. Results of this method have been excellent. The original #175 main jet was replaced with a #170, and the needle jet was changed from #320 to #318. The stock needle is used in the center position.

Other changes to the carburetor were removal of the choke (the Bing also has a tickler) and modification of the overflow tube in the float bowl, which ends flush with the bottom of the bowl and occasionally allows dirt or water into the carb. The original tube was removed, then replaced with one that extends below the bottom of the bowl about one-quarter inch. A piece of model airplane fuel line was fastened to this, and it extends down below the engine. All other overflow lines were lengthened so gas couldn't pour on the engine, then bundled together out of the way. The idle adjustment screw and air screw were safety-wired, and a hole was drilled in the flange on the side of the carb so a spare main jet could be carried there.

No detail overlooked

The stock Marzocchi suspension was left unchanged up front except for the installation of Leak Proof fork seals and the addition of fork boots, but in the rear Fox Dual-rate Air Shox (125/160 lbs. nitrogen) replaced the original suspenders, mainly to improve the ride when the bike is used in cross-country races.

A Barum with the wrap-around tread was mounted up front, but the stock Metzeler stayed on the rear. In addition to two rim locks on each wheel, Sun rim pins are used to keep the tires from slipping at low pressures. The pins are not used in about a 45° arc opposite the valve stem. This makes tire changes easier. The valve-core hole in each rim was elongated in case of tube spin, and a red stripe was painted there so it's easily spotted. Spokes were tied with stainless safety wire.

The stock KTM fenders were replaced with a Preston Petty Super Mudder up front and a Falk plastic fender and splash-guard in the rear. Dirt Factory's own aluminum alloy side panels, cut down slightly to clear the shocks, were rubber-mounted in place of the original plastic panels. A Fun 'N Fast skid plate protects the engine cases.

Gearing 14/52 originally, was made a bit lower with a 13-tooh countershaft sprocket. Diamond XDL 530 chain was put on instead of the original. Since the 1977 KTM comes equipped with a chain tensioner and nylon rub blocks on the swingarm, no modifications were needed there. The stock exhaust pipe was retained, with the addition of a silencing kit that includes a Super-Trapp silencer and spark-arrestor and rubbers for the cylinder fins.

Completing the shop-installed details are Terry cables on all controls, an extra-waterproof Magura kill button, A/C fuel filter with fuel lines armored with metal to prevent damage, Twin-Air filter in the air box and Locktite or safety wire on everything that might come loose. The throttle cable and kill-button wire are even covered with gas line tubing for extra waterproofing and to prevent chafing. And of course there's the enduro-proven Hi-Point folding shift lever, which is a stock on the Penton but not the KTM.

Ready for competition

With the addition of a full set of enduro instruments, including computer, aircraft clock and route holder, to augment the stock VDO enduro speedometer, the bike was ready for competition, entirely off-road so no lights were installed. Instead of using a tool bag on the tank or rear fender, essential tools and spare parts are fastened to the motorcycle or carried on the rider in jacket pockets or butt pack.

Although this bike does not have the high-breathing frame of the Penton enduros or the later KTM's, and waterproofing is minimual by eastern enduro standards, this is a primo enduro and cross-country mount, but obviously the high-bucks way to go. Proof is the fact it finishes, and wins!

These two examples show how two enduro-trials motorcycles were set up with different budgets for competition in widely separated parts of the U.S. But what was done and how the bikes evolved is typical of what any experienced, serious enduro rider goes through in shaping the machine he can afford. That experience can be applied successfully by anyone who plans to compete in enduro or reliability trials, and it can make even weekend trail riding safer and more pleasant. ●

(To be continued)

1st John Zinc National Enduro
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John Martin Grand Champion Can-Am

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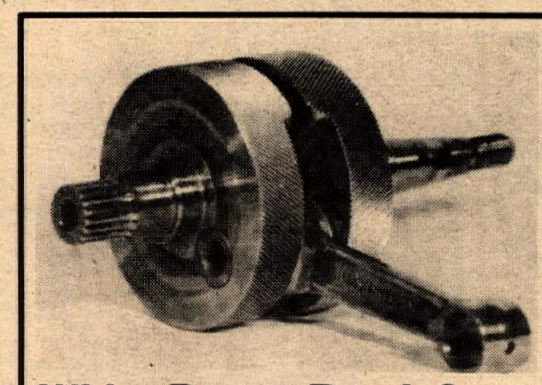

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Rappin' with Scott Gillman

By Terry Whytal
Photos by Jim Gianatsis

The hills of Saddleback are plainly visible from where we are comfortably seated inside Scott Gillman's luxurious home. Speaking into the tape recorder is a quiet, likeable 20-year-old who recently signed with Team Suzuki to contest the AMA 500cc National Championship MX Series in '79.

"I'm really happy to be riding for Suzuki this year. I mean I never dreamed I'd be on the same team with Roger DeCoster. I can't quite believe it; I haven't gotten used to it yet. And the bikes are so good...the handling and the power, the weight. The production bikes are really good but the factory bikes are the best, they put you another step up. Suzuki has a lot to offer me, and it's working out well. I think it has me even more pumped to do good, to really try harder. Since I've got everything now I don't want to screw up! They even let me keep Jeff (Jeff Clark has been Scott's mechanic for the past two years with a record of only two DNFs) as my mechanic."

Unlike many of his contemporaries, Scott was no wonder-child racer who learned to ride mini bikes before he could walk and cut his eyeteeth on Castrol R. Scott has only been racing for five years, and he nearly quit in the beginning because the 125 he was riding couldn't pull his weight. Then he tried a 250cc Yamaha and like that so much he figured the Open class would be even better and bought a 400 CZ. Scott improved fast, and after a year on the CZ he began to attract attention.

"I was winning a lot of races, and Yamaha gave me support for riding local races. They gave me a bike to ride and a limited amount of parts, like maybe $500 worth for six months. I got along good with them, and they helped me out a lot. They offered me a program for Kenny Clark, to go on the Nationals as a privateer but with bikes and parts. But I guess Suzuki had a lot more to offer me. Yamaha has a really big team this year and they don't really need anybody; they're the people to beat. And with some experience I hope I can. I may have trouble learning the tracks the first year. I just want to try and win some motos this year. I want to win the championship but I don't think I can the first year. I hope to race a long time, for many years and maybe someday go to Europe, although that's a long way off."

One track Scott definitely doesn't have to learn is Saddleback. Years of practicing there have made him the favorite to win whenever he races Saddleback. A long string of Continental Moto-sports Club and Saddleback Saturday Motocross victories have given him the confidence to fly and show the way to some of America's top motocrossers including Bob Hannah in last year's Olympiad.

"In the Olympiad, in the motocross I passed Hannah and I wasn't even thinking it was him. I was just thinking it was another race and he was just another rider. The track was perfect that day and I was really going good. I held him off for 20 minutes, but my suspension started bottoming and I had to slow."

Scott and his close friend Jim Gibson often go out riding together and try to out do each other by performing incredible stunts like jumping whole roads and leaping off Saddleback's infamous hillclimb, the Matterhorn.

"We go riding about three times a week, and we just try to do really radical stuff. We learned it from Hannah. Just do hard stuff — climb hills, go off the steepest stuff, go up walls — and then after you do all this radical stuff it makes a track just nothing. It makes it twice as easy. Me and Gibson, after we'd go riding with Hannah we'd try and do all the things he did, and it improved us a lot. You'd be amazed at the stuff he does!

"We try to 'Whoa' each other off jumps and stuff. Try and blow each other away and it just keeps gettin' more and more radical! We just gotta out do each other. Sometimes though we just go trailriding. I love trailriding. After a while racing gets to me — the pressure, I guess. I hardly ever ride on the tracks 'cause I don't want to get too burned out."

Scott used to have one of the premier minibike tracks in Calfiornia right in his front yard. Impromptu races were always taking place whenever two or more riders were visiting. Scott even hosted a featured race after a big race at Saddleback, but the neighbors complained of the noise. Now, the track is history.

"We used to ride down there for hours. Minibikes are good practice because you have to be so precise compared to a big bike. It helped me to corner and not make mistakes cause you lose all your speed. Minibikes are really fun, too. We even would ride them in the rain, you know, all bundled up and wearing trash bags we'd just keep riding until so much water and mud got into everything that the bikes would just quit! I often take off on my minibike between races and go riding around just to relax."

Scott had a chance to travel on the circuit but changed his mind after a few outings. He cites some of the problems in following the circuit as a privateer and the advantages of racing in SoCal.

"I went to a couple of Nationals, and I knew I wasn't ready. I wasn't in good enough shape, and I didn't have the equipment to be competitive against the top guys. The privateers out on the circuit don't get to practice much like the factory guys who can come back after a race and practice. And the best way to get in shape is to ride.

"I decided to come back here (SoCal) and race until I got a ride or quit. A rider has a better chance out here because the factories are all here. A lot of people have come out of here with rides, so I just decided to stay. And there are so many places to ride, and the competition is so tough.

"Saddleback is a good place to learn, you have to know how to ride everything. It's not really a challenging track but it teaches you a lot. Sometimes it's so tacky and perfect and then it can be the hardest and slipperiest track there is. From one extreme to the other. Sometimes the speeds are pretty high, too."

There can be other advantages to living in one spot while training for motocross. You can take advantage of alternate forms of physical conditioning and coordination improvers.

"I work out at a gym, the Nautilus gym in Newport. It's really good for you to do circuits on the machines. Dave Miller and I have trained together. I do a lot of snow skiing, I love it. It really helps your balance and rhythm. Motocrossers always do good at skiing cause they're kinda alike."

Like most up-and-coming young riders, Scott has very little experience with stadium racing and prefers the natural terrain tracks.

"I like the natural tracks best, like Unadilla. It's probably one of the best tracks in the world, a real track. The outdoor tracks are best. I like the traction and big berms. Big monorail berms! You get in them and just go for it!

"But I guess stadium racing is where it's all heading — the prestige and the big bucks. I haven't raced many stadium events, and I have always gotten hurt. Not really broken anything, just got knocked out. Like at Anaheim my throttle stuck wide open,

and I went off a jump and looped out. That was it. I just pulled off.

"In Supercross, the starts are really important. It can make the difference between winning and losing really bad. Hannah's the only rider who can really pass on those tracks, the only really aggressive rider.

"Supercross is really exciting though, 'cause you're always going for it; you don't have any time to rest or anything. My brother Mike broke his leg in a stadium race. In about nine or 10 places below the knee. He had it in a cast for about a year but it came out pretty good. He got married though and quit racing."

Being a local hero of sorts certainly has its bright moments, but as Scott has found out there are some problems with being the king of the hill.

"At Saddleback everyone expects me to win. People think, 'Hey it's no problem today,' but every day is a race. There's never any day that I go out there and think it's easy to win. That's when you stop winning. When I go out there I'm really going to try. I'm worried about everyone in the race.

"There are so many things that can go wrong, it bugs me that people think I can always win. Like last week some kid comes up to me and says, 'Get a good start and then just fly by Staten and cut him off and do all this other stuff.' I'm lucky if I can just beat him! People think I don't try but I'm working my butt off every race. Winning isn't easy; you have to work for it."

Scott has a very smooth and easy kind of riding style and is usually far out in front which adds to the appearance of real style. But it is when he laps slower riders that one can really see how developed his timing and savvy are. He almost looks polite!

"I was taught to run into people to pass, but I think there's a way around it. I just try to set them up right and pass them coming out of the turns. It doesn't make sense to run into people 'cause you can really mess yourself up. It may seem kinda slow, but it's faster in the long run. Besides, you just end up makin' everyone your enemy.

"Sometimes when riders come back from the National circuit, they think they're sooo bad. But I'm not scared of those guys who ride rough; I can do it, too, if I have to. But I try to ride as fair as I can. I think racing is when you have your line and the other guy has his and if he goes faster then that's fair. You don't have to knock him off his bike! Nobody local really rides that rough, but I guess I'll have to get used to it on the National circuit."

Scott sees Bob Hannah as the epitome of the motocross rider, but he also knows him as a friend and riding buddy.

"I know Hannah personally, and I think he's really pretty cool for who he is and what he's accomplished. He's certainly amazing and the best rider there is, no doubt about it. He's been riding for so many years, he has so much experience, and he's got a lot of natural ability. Besides, he's completely fearless!"

What about the other riders?

"Smith is really good, he had a bad year but you can't *not* give him any credit 'cause he could win again real easy. And Tripes is one of the best natural riders. I know him, and he's the only one who can beat Hannah. On hard slippery tracks no one can beat Tripes. Like at Sears Point he was pulling away at six seconds a lap. He's probably the most natural rider there is. I mean, look at him. He's not even in shape. I think his training is eating.

"I used to weigh 205, and then I lost 45 pounds and it helped me so much. I mean, it doesn't slow you down but you get tired. I don't see how Tripes does it.

"Jennings, I've seen him go faster at Saddleback than anyone. And my friend Jim Gibson is really good. It bothers me to ride against him. We always try to ride different classes 'cause we're such good friends. But I'd still beat him if I could and he'd do the same to me.

"I enjoy racing, the excitement and stuff. I don't need the money, I just really enjoy racing. Motocross is the biggest thing in the world to me!" ●

Though Gillman prefers outdoor MX, he gives stadium events a go.

TOP PRIVATEERS

JANUARY 28, 1979 OAKLAND, CA
Top privateer honors go to LOP's David Taylor, who impressively finished 7th on his LOP Yamaha. Marty Moates placed 10th, starting the season off for LOP with two riders running in the top 10 in the series. Only two factory teams were able to score two top ten finishes.

FEBRUARY 9, 1979 SEATTLE, WA
David Taylor (wouldn't you know it) wins his qualifier beating Steve Wise on his factory Honda, giving LOP the first point paying privateer win of the '79 season.

MARCH 10, 1979 DAYTONA, FL
LOP riders swept 25% of the scoring field by placing 5 riders in the top 20—more than any other team. David Taylor was top privateer again, backed by Gary Theiss, Marty Moates, Mark Gregson, and Steve Stackable, all aboard their LOP Yamahas. Thus proving once again, LOP is the only team capable of competing against the factories.

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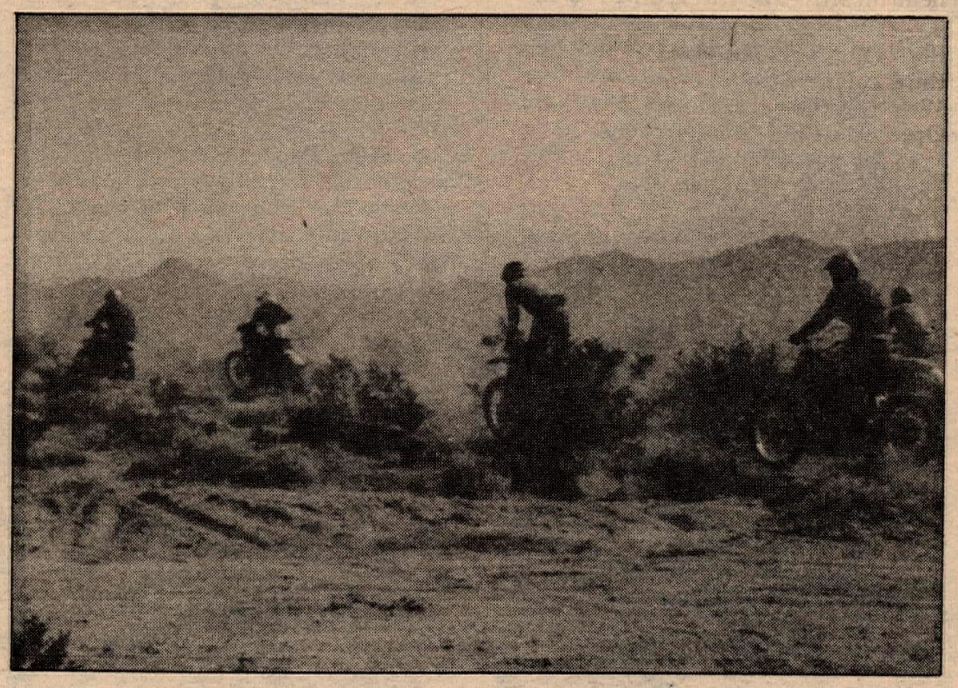
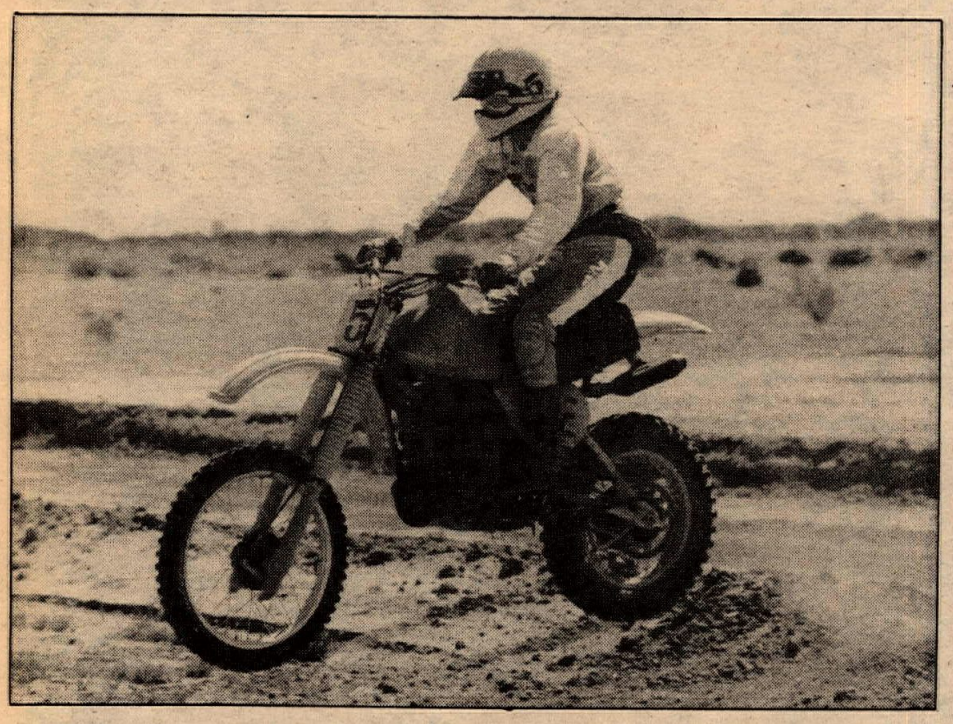
Desert Hotline

(Above) Keith Adams chases Marc Knudsen at the Gamblers' MRAN hare scrambles. (Below) Riders go for it off the start.



(Above) Paul Eddy took the overall win in the Dirt Riders' D-38 hare scrambles. (Below) Jim Valov took second Open Expert.



Eddy takes D-38 desert race

By Loretta Pipkin
Photos by Anthony DePalmer

IMPERIAL, CA, MAR. 11
Paul Eddy notched the overall win in Dirt Riders M.C. AMA D-38 desert race held off Huff Road west of Imperial. Starting in two waves three minutes apart, Eddy romped on his 250 Yamaha in hot pursuit of Claude Maynard who grabbed the early lead. Maynard crossed it up coming into the wash and took a spill over a dropoff. Eddy stopped to give assistance but Maynard quickly recovered and Eddy went on before the packed passed him. He kept command of the lead for the four 17 mile loops. No one got nearer to him than a minute.

Amateur Bill Carr had been putting it right up there with the Experts, dicing with Leon Livingston. They came in on the first loop in a dead heat, two minutes off eventual winner Eddy. Open Novice Wayne Cornelius gassed it past Carr and Livingston on the third loop, but they got it back by him before the finish. Carr took a spill in front of the photographer and yelled he wanted a picture of that as he took off.

Young Don Seay, Jr. was floggin' it out with Don Mathews in the 125cc Experts. They had their own race going. Seay pulled Mathews by a half a minute on the first and second loops. Both pitted on the third loop and Mathews got out a full minute ahead of Seay. Seay was back on his tail when Mathews tangled with another rider, putting him into the dirt. At this point the bike gave it up too. Seay went past but didn't know Mathews wasn't behind him. He came across the finish full bore for the class win and seventh overall.

Kris Dodge, a 125cc Novice got off pretty hard but righted himself and took off again. Five miles later he blacked out, crashing again. Dodge was taken to El Centro Community Hospital where he was checked and released a few hours later with a slight concussion and a headache but everything else intact.

Carr finished second overall, Livingston took third, and Cornelius was fourth. Jim Valov had a tussle with a tall bunch of brush. He came in with it covering him and the bike, looking like a moving tumbleweed. It was good enough for fifth overall.

On the Feb. 25 results this reporter goofed — 6T was Pat Flanagan's number last year but now belongs to Jim Ribley who was second in class. Kris Dodge was riding pieplate "JJ" and I had him for another class when he was a Novice and had actually won the 125cc Novice class. Vic Weeks "AB" pieplate, I transposed to A8. Sorry fellas, but it was unofficial and you can't be perfect and beautiful too.

Results

OPEN EX: 1. Leon Livingston (Yam); 2. Jim Valov (Yam).
250 EX: 1. Paul Eddy (Yam); 2. Dan Dibb (Yam).
125 EX: 1. Don Seay, Jr. (Suz).
OPEN AM: 1. Pete Pasquariello (Yam); 2. Gary Trainor (Yam); 3. Chuck Humphry (Yam).
250 AM: 1. Bill Carr (Yam); 2. Robert Falkenberg (Yam); 3. Joe Martinez (Yam).
125 AM: 1. H.J. Rinard III (Yam); 2. Frank Cook (Yam).
OPEN NOV: 1. Wayne Cornelius (Yam); 2. James Nichols (Yam); 3. Jim Lish (Hus).
250 NOV: 1. Lance Lussenden (Yam); 2. Dave Popoff (Hus); 3. Raymond Willenberg.
125 NOV: 1. Leonard Moulton (Suz).
SR: 1. Cecil Hollenbeck (Hus); 2. Joe Stidman (Suz); 3. Bruce Cornell (Hus).

Harden cashes in Gamblers' MRAN hare scrambles

By Baccarrat Louie

NELSON'S LANDING ROAD, NV, FEB. 25,
Husky sponsored Scot Harden and Jack Johnson finished 1-2 in

the Gamblers' Motorcycle Racing Association of Nevada hare scrambles.

The course was rough and challenging although it could have been a little better marked and a little lighter on the cactus. Casey Folks quipped, "the Novices were looking all over for places to crash."

At the bomb it was who else? Jack Johnson screaming the black Husky 390 like no one else around here does.

Moapa to Vegas victor Leroy Kyger came by next followed by Harden, Sid Tarbett and 250cc shoe Kevin Davis.

Fifteen miles out Kyger was trying to make time on Johnson, receiving pressure from Harden and pushing his big inch Yamaha to the limit. This lethal combination proved to be too much for the exuberant Kyger, resulting in a bad crumble.

Halfway through Johnson led Harden by mere seconds as the two rubbed tires while waiting for their helmet cards to be checked.

Sid Tarbett, who usually just rides the major off-road races, smoked in third followed by a surprising Kevin Welch on the orange, desert-prepped, Open class Can-Am.

Leroy Kyger pitted in fifth, took off and returned soon after, retiring with a fading monoshock. First 250cc through was a back-on-form Kevin Davis pushing his KTM hard again after a summer of great rides, a detuning, hard get-off and subsequent lackluster performances.

Jeff Harper recovered from a disasterous start and tucked his Honda right behind Kevin Davis for second 250cc at the turn.

At the finish of the two 40-mile-plus loops it was Harden narrowly edging Husky teammate Jack Johnson.

Those guys go so fast that a bobble or wrong choice of gearing means the race. Jack got a little out of the groove and Scot swooped by for the win. Next case.

Sid Tarbett held his Husky and himself together for third and Kevin Welch hung tough for fourth.

Kevin Davis and Jeff Harper dueled for the 250cc brass the entire second lap with Harper closing at times but never passing the KTM pilot.

The Southern Nevada First Aid crew got a good workout tending to the riders that received the porcupine treatment from the cactus-laden course and are thanked accordingly.

A big thanks to the Gamblers M.C.: "Big" Bob Maichle, "Bultaco" Bob Gabriel, Craig Mojeske and the rest of the club that put their time and effort to produce this fine race.

The Gamblers would like to invite everyone to their Championship point-to-point hare and hound Nov. 4, which according to Gambler president "Bob-O" Maichle, "will make the Moapa to Vegas look like a peanut run!" ●

Results

OPEN EXPERT: 1. Scot Harden (Hus); 2. Jack Johnson (Hus); 3. Sid Tarbett (Hus).

250 EXPERT: 1. Kevin Davis (KTM); 2. Jeff Harper (Hon); 3. Keith Adams (Hus).

125 EXPERT: 1. Greg Price (Yam); 2. Marv Chapman (Suz); 3. Monty Bonello (Yam).

OPEN AMATEUR: 1. Mike Motto (Mai); 2. George Sturgeon (Yam); 3. George Batalias (Yam).

250 AMATEUR: 1. Steve Brown (Hus); 2. Mike Gaskill (C-A); 3. Jon Ogren (Hus).

125 AMATEUR: 1. Douglas Tichenor (Hus); 2. Phil Iverson (Suz); 3. Michael Welch (C-A).

OPEN NOVICE: 1. John Reo (Yam); 2. John Cowman (Hus); 3. Marvin Jewett (Hus).

250 NOVICE: 1. Howard Sampson (Suz); 2. Steve Beck (Hon); 3. Dereal Houston (Suz).

125 NOVICE: 1. Michael Laduke (Yam); 2. David Huesch (Hon); 3. Daniel Ozuna (Hus).

OVER 38-A: 1. Max Switzer (Mai); 2. Ron Timmons (Hus); 3. Ken Guio (Hus).

OVER 38-B: 1. Wallace Tegarden (KTM); 2. Dan Stadtlander (Suz); 3. Pete Ries (KTM).

OVER 38-C: 1. Ben Maze, Sr. (Hus); 2. Clarke Davison (Hus); 3. Sergio Elizondo (Hus).

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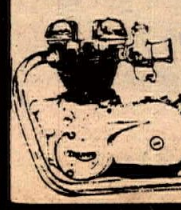

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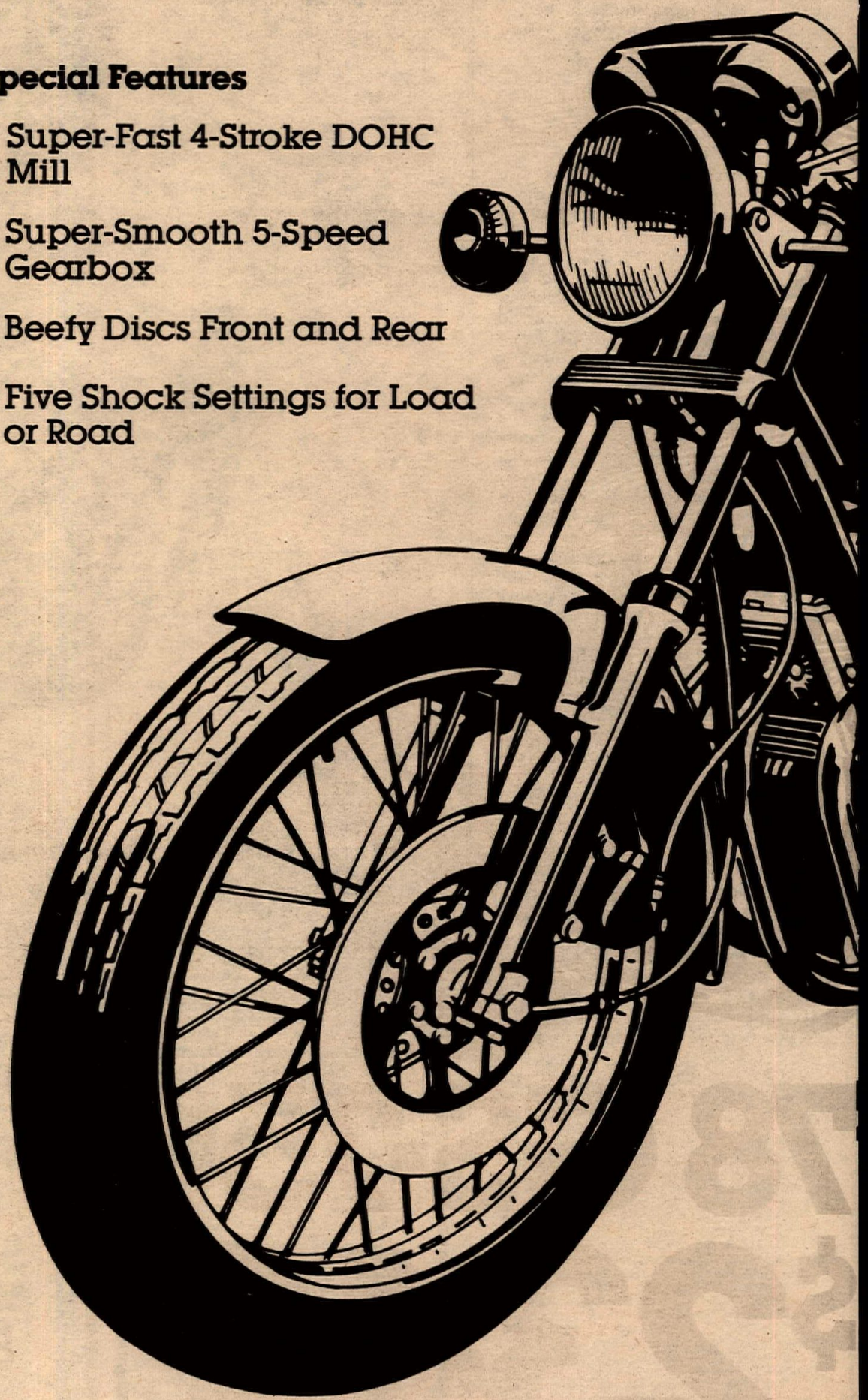

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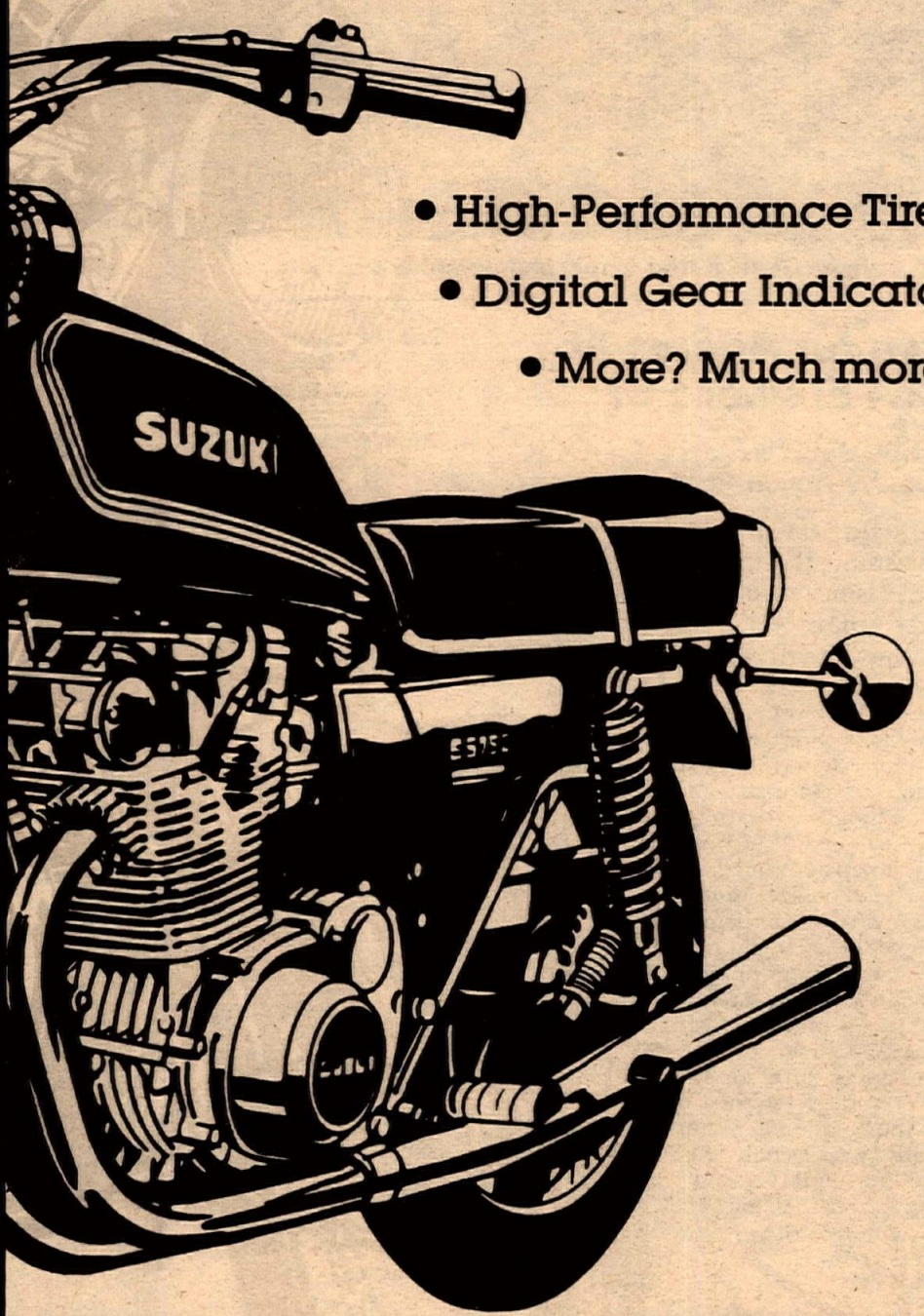

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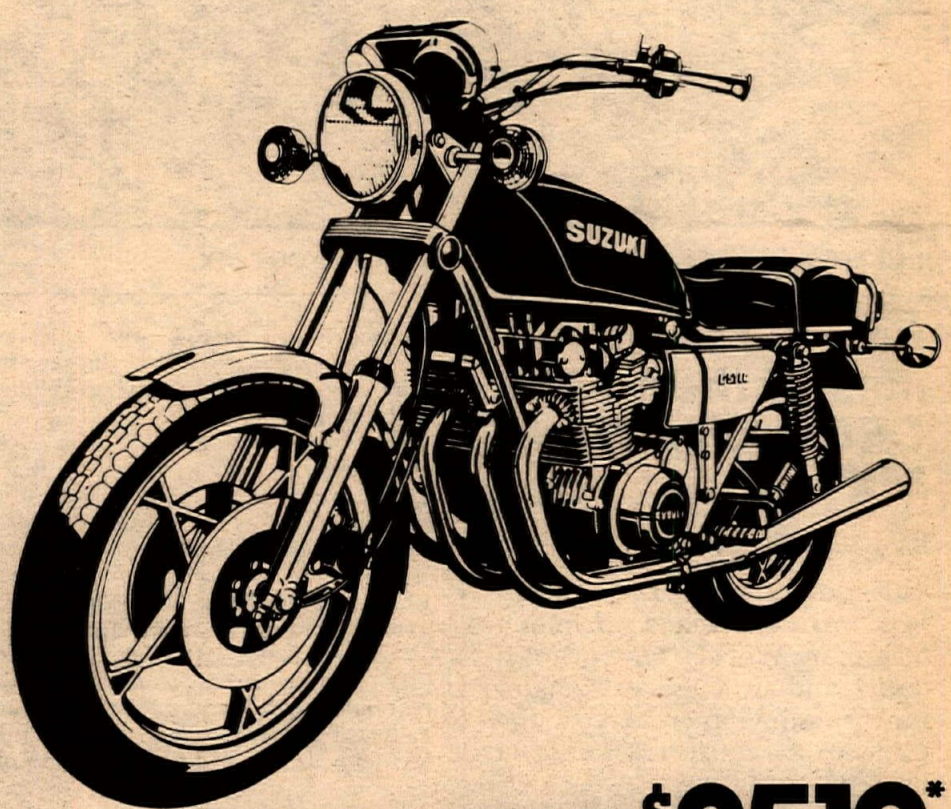

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Ross Learn won two Pro classes at Racing World's CRC MX.

Learn, Tarantino master the mud at CRC Racing World MX

By Keith Clemons

TRABUCO CANYON, CA, MAR. 18
Wet weather washed out much of Racing World's Marty Smith Track and although a throng of mud mashing members of the California Racing Club showed up at the track, conditions were anything but perfect. The race had to be called after just one moto per class, because the ambulance squads couldn't maneuver their slick wheeled vehicles onto the track without getting stuck. Winners were still able to take home full payback in trophies and cash but there was no second chance to improve their race so those who didn't make it in the first moto went home empty-handed and muddy.

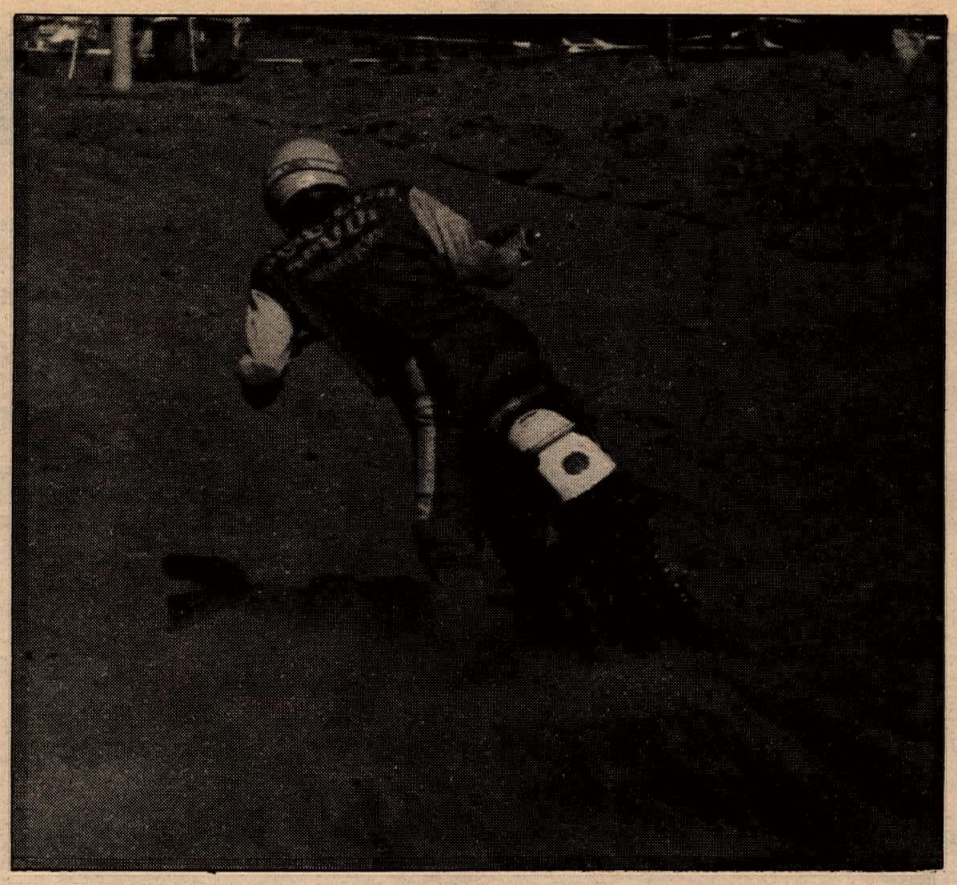
Ross Learn didn't let the weather get him down and won both the 125 and 250cc races. In the first turn of the 125cc Pro race it was Pat Hubbs and Learn going into the first turn but Learn edged Hubbs out and the two began to pull a lead on the rest of the pack. When Hubbs went into a mud slide, Learn left him behind to win a no contest moto. Matt Tedder and Richard Barrow were also able to get by Hubbs and diced for the second place position. Tedder held the position for most of the race but the Honda-riding Barrow was able to squeeze by near the end of the race to take the second place leaving Tedder with third.

Learn leaned on the 250cc Pro pack also, waltzing away with another first. Gregg Waldrup got the holeshot but it was short-lived as Learn leaned on him for the position. Mark Marinez picked it up to hop his Honda into a second place run and White Bros.-sponsored Dave Eropkin (Yam) finished third.

Open Pros saw wet Jim Tarantino ride his Cole Bros. Suzuki in for an unchallenged win. Rob Rourke followed Tarantino in to capture the second place money with Zoli Berentior finishing third.

Results

OPEN PRO: 1. Jim Tarantino (Suz); 2. Rob Rourke (Yam); 3. Zoli Berentior (Yam).
OPEN INT: 1. Terrence T. Smith (Yam); 2. Jim Ervin, Jr. (Suz); 3. Brad Morrison (Mai).
OPEN NOV: 1. Charles La Duca (Yam); 2. John McCormic (Yam); 3. Frank Newstiel (Ya).
OPEN BEG: 1. M. Stanford (Yam); 2. Craig Brabant (Suz).
250 PRO: 1. Ross Learn (SUz); 2. Mark Marinez (Hon); 3. Dave Eropkin (Yam).
250 INT: 1. McNeal (Yam); 2. Mark Adamson (Suz).
250 NOV: 1. Jeff Prleur (Hon); 2. Dave Waber (Hon); 3. Gilbert Mendez (Hon).
250 BEG: 1. Greg Ziegler (Hon); 2. Eddie Rea (Yam); 3. Robert Clark (Yam).
125 PRO: 1. Ross Learn (Suz); 2. Richard Barrow (Hon); 3. Matt Tedder (Suz).
125 INT: 1. Matt Zigeler (Suz); 2. Steve Postlewaite (Suz).
125 NOV: 1. Kevin Brooks (Suz); 2. Roger Learn (Yam); 3. Danny Bartholomew (Suz).
125 BEG: 1. Dan Virgilio (Yam); 2. Ernie Schonerl; 3. Jim Patterson (Suz).
100 BEG: 1. Chris Fleming; 2. Tom Ebberts.
VET INT: Dwain Jarrett (Suz).
VET JR: 1. Richard Lake (Suz); 2. Fred M. Beckel (Hus); 3. Steve Mooradian (Hus).
MINI INT: 1. Chris Gables (Yam); 2. Ron Eversole (Suz).
MINI NOV: 1. Todd Campbell (Kaw); 2. Steve Nelson (Suz); 3. Blake Vitali (Yam).
MINI BEG: 1. Chris Sparks (Kaw); 2. Ricky Rodriguez (Suz); 3. Paul Colston (Hon).



SRA Elsinore GP rider tries to ruin photographer's camera.

Two for Adams at SRA Elsinore GP

By Sue Senn
Photo by Action Photographic

ELSINORE, CA, MAR. 11
Sportsman Racing Association's first Elsinore grand prix produced many mixed emotions. Among them were irritation, resulting from a misunderstanding between SRA officials and gate officials about gate fees. SRA was under the impression that $3 per person would cover Saturday and Sunday. It was definitely irritating for participants who paid $3 Saturday to be asked for an additional fee on Sunday.

On the positive side, SRA riders were invited to participate in the TT races Saturday night for half price. Also, a rock band provided live music for those who were interested.

A strange malady effecting personal property struck during this event. Seems a mini bike, an ATC, ice chests and even dogs vanished into thin air. One young lady who suffered from this malady was Debbie Kendricks, the finish line number taker. The birthday present from her husband, an ATC, was among the items that just disappeared.

The Open bikes started things off and it was Competition Cycle rider Craig Adams and Malcolm Smith's Wayne Martin out front. The pair (who are preparing for the Mexicali 250 and Great Bear) quickly established an incredible lead over Dana Slater who was leading the rest of the pack. Adams and Martin diced continuously for the entire hour over the five mile course. For this race the course was fairly smooth, but according to Adams, who aced out Martin for the win, things were a little rougher later on. There were no real straightaways, but a lot of whoop-dee-doos and some sandy sections. The downhills were long but on the gentle side. One uphill had a 90 degree turn in the middle and there were a few dusty spots, but overall, it was a well thought out course. Larry Little (Yam) took first Open Novice.

The 80cc bikes were the second race and all the SRA regulars were plagued with a series of strange events. Shoemaker's Keith Senn got the holeshot and moved out with a 20-second lead by the halfway point. "Racin' Jason" Prater was hot after Senn while Dave Trager and Shannon Shablin were dicing for third. Meanwhile, two beginners, Bill Clontz and Ron Bell, were holding their own in fifth and sixth positions. The fickle finger of fate now entered the race and punctured Senn's back tire. "Racin' Jason" lost it over a jump and Shablin's machine went sour. Next was Bellflower Yamaha's Dave Trager, and he also received a flat tire. At this point, Clontz took the lead followed by closely by Bell. Trager hung on despite his flat and just barely aced out Robbie Smith for third.

Although the overall win in the 250cc race belonged to Craig Adams from beginning to end, second place was a different story. On the first lap, Captain America (Warren Barr) was leading the pack. In the next lap, he had been replaced by Scott Kinnier who was soon replaced by Ted Vadenraadt. Kinnier again passed Vadenraadt who was now busy with Larry Thompson, Ric Selver, Brad Nevins and Allen Sine. Although they diced viciously and changed places continuously, they finished in the above order.

The Seniors played their own game of switch-a-roo. Vern Heth started things off by leading Charlie Conway, Sugar Daddy, "The Hawaiian", George Erl and Bill Saltzman around the first lap. Heth and Sugar Daddy dropped out and Conway took the lead. Saltzman worked by Erl and the Hawaiian, then overpowered Conway to take it all the way home.

The 200cc race had Amateurs claiming 1-2-3. Robert Pfetzing, Fred Combs and Greg Zitterkepf held their positions from lap one while the first Expert, Jim Odle worked his way up from a very bad start to claim fourth.

Mark Heth made an impressive ride in the Novice class while Beginners Greg Smith and Kurt Pfeiffer battled right down to the wire for first and second in class.

Official results are pending.

Eddie Michetti, 13, topped the DeAnza Open Novices again.

Short and soggy DeAnza MX

By Ron Lawson

SUNNYMEAD, CA, MAR. 18

Rain caused the weekly motocross race at DeAnza Cycle Park to come to an abrupt end last Sunday, but that wasn't until Mark Ellis (Yam) had proved to his new sponsors at Al Baker/FMF that he can really fly on the hilly course.

Ellis took control at the start of the 250cc Expert race which, as usual, was the biggest class of the day, and led it all the way to the checkered flag. The event was like a parade with Phil Thorstensen (Hon) holding second place after passing Mark Barnes (Yam) early in the race. Fourth place was, for the entire 12 laps, in the hands of Clint Tarvin (Hon), but fifth place was up for grabs between Jim Small (Yam) and Peter Mudry (Yam) with Mudry eventually coming out on top.

The second moto was more of the same with Ellis passing Thorstensen early in the race and then building a good lead. Once again, Barnes finished third ahead of Tarvin.

The star of the Open Novice class was little Eddie Michetti with his big 450 Maico. Michetti is only 13 years old and he doesn't weigh any more than a bar of soap, but in past weeks, he has been unbeatable in his class. This time he topped Tim Holcombe (Yam) and Pete Jonsson handily in the first moto, but didn't have a chance to do it again when the second round was called off due to rain. That one moto, however, was enough to convince officials to move him up to Intermediate for next week.

Another class that was formed to make due with only one moto was the Open Pro class. Mark Barnes (Yam) was on top of the first round so that gave him top money over Kelly Callaway (Yam).

But the Minis did get to run both races and in the Beginner class it was Brad Fay (Yam) on top both times. Otis Cecil, who was mistakenly reported to be on a Yamaha two weeks ago, took his Rincon Kawasaki to second in round one, but followed Leonard Robertson (Suz) who followed Joe Rincon (another Rincon Kaw rider) in round two. In the overall results it went Fay, Rincon, Robertson and Cecil.

In the Mini Novice class Rincon Kawasaki riders again took over. Jeff Schaeffer and Jason Rincon carried their shops' banner to the top two spots over Todd Parker and Brian Scott, both Suzuki-mounted.

Results

PEE WEE #1: 1. Allen Brehm (Suz); 2. Kimberly Robertson (Suz); 3. Dustin Evens (Ita).

PEE WEE #2: 1. Darron Hoopingarner (Suz); 2. Tiffany Parks (Suz).

PEE WEE #3: 1. Carla Brehm (Yam); 2. Mike Michetti (Hon).

MINI BEG: 1. Brad Fay (Yam); 2. Joe Rincon (Kaw); 3. Leonard Robertson (Suz).

MINI NOV: 1. Jeff Schaeffer (Kaw); 2. Jason Rincon (Kaw); 3. Todd Parker (Suz).

125 BEG: 1. Mike Larsen (Suz); 2. Doug Phelps (Suz); 3. Jeff Snell (Kaw).

125 NOV: 1. John Dimmitt (Yam); 2. Chris Scott (Suz); 3. Danny Brookhart (Suz).

125 INT: 1. Craig Lee (Kaw); 2. Mike Osenbaugh (Yam); 3. Benny Parks (Suz).

250 BEG: 1. Timothy Jasper (Yam); 2. Pat Taylor (Hon); 3. Sal Duarte (Hon).

250 INT: 1. Kinney Jones (Hon); 2. Dave Loyd (Yam); 3. Robert Ripley (Hon).

250 EX: 1. Mark Ellis (Yam); 2. Phil Throstensen (Hon); 3. Mark Barnes (Yam).

OPEN NOV: 1. Eddie Michetti (Mai); 2. Tim Holcombe (Yam); 3. Pete Jonsson (Hus).

OPEN INT: 1. Rick Vennum (Yam); 2. Ron Lawson (Suz); 3. Ron Monreal (Yam).

OPEN EX: 1. Mark Barnes (Yam); 2. Kelly Callaway (Yam).

SR VETS: 1. Ron Brehm (Yam); 2. Ed Michetti (Mai).

BEG VETS: 1. Steve Symanski (Mai); 2. Ray Arnold (Yam).

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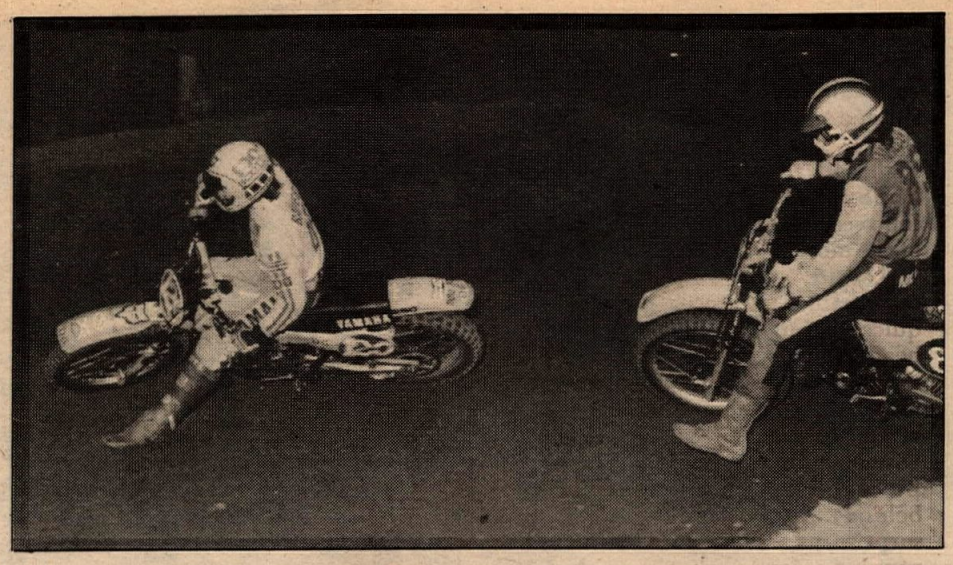
Western hotline

Jeff Jennings (27), Robert Reisinger (21) and Steve Bauer battle it out in the CMC Saddleback 250cc Pro class.



Corona 250cc winner Marty Miller pursues Steve Bauer.

Sportsmen star in Saddleback CMC/ DG MX

By Mike Klinger

ORANGE, CA, MAR. 18

The opening day of the Continental Moto-sports Club-sanctioned $5,000 DG Performance Specialties motocross series got off to a rainy start at Saddleback Park. The Junior and Intermediate racers are in the spotlight now for a five race series with healthy cash prizes going to the top finishers in each division. The rider turnout was pushing 200, but the rain in the surrounding cities kept some would-be racers guessing.

The first scoots to hit the Olympiad motocross track were all the Mini classes: Juniors, Intermediates, Experts and 100's. Terry Meeks (Suz) made the first tracks until on lap two Expert George Holland (R&D) passed Meeks and lapped riders within two laps. Holland looks as if he could follow in the footsteps of other fine Mini riders such as Jeff Ward and Brian Myerscough.

The Mini Juniors went to Ron Roger (Yam) with Larry Danial (Yam) second. Terry Meeks won the Mini Intermedaites with Rudy Dickinson (Suz) second. Holland obviously won the Mini Experts and Dave Frear (HCS) topped the 100cc Juniors. Winding up the small bore classes, Paul Fitz-Gibbon (Yam) won the 100cc Intermediate clash.

The big bore machines were next to invade the turf with David Williams spotting his 450cc Maico into the Pro lead. Williams and Ron Turner (Yam) diced it out for several laps until Turner outlasted Williams and took the lead and was never threatened. Alan Smith (Hus) was third but never lost sight of Williams' rear fender.

Moto two was a carbon copy of number one. The final overall order was Turner, Williams and Smith.

In the 500cc Intermediates, soon-to-be-a-professional-rider Joel Grant (Mai) collected another big win while second place finisher Ron Schwab (Mai) pushed Grant for 10 laps. Schwab won moto one but Grant came back to score a 2-1 tally. Greg Smith (Mai), the Smith in Wheelsmith, placed third overall.

Dan Martin (Mai) tallied a perfect score of 1-1 for top honors in the 500cc Junior class. Mike Schwab (Hus) took a back seat to Martin in both motos and also in the overall standings. David Pisarski (Suz) was third overall.

After winning the Open Pro class, Ron Turner now brought out his 250 YZ to contest the 250cc Pros and he did it in fine style. The entire first moto was run in the pouring rain, but Turner kept his mud sled upright and going straight to win one hands down. Mark VanCamp (Hon) scored a second and the determined Jeff Jennings (Suz) placed third. Moto two went as planned for Turner as he pulled the rest of the pack and made it a clean sweep for the day. Jennings started fourth behind Steve Bauer (Yam) and Robert Reisinger (Kaw), but he quickly dived inside and claimed second which gave him second overall in the standings. Bauer was third overall.

The 40 rider field of 250cc Intermediates was divided into two divisions. In number one, the overall winner was the Yamaha powered Mark Denning. Behind Denning was Pete Murray (DMG) and third was Troy Manning (Suz).

In division two, the Wheelsmith man, Greg Smith (Mai) sported to the top position with Dave Clement (Yam) second and Vincent Gonzales (Suz) third.

The 250cc Juniors also overflowed with entrants and were split into two different motos. Todd Williams (C-A) and Brian Pitzen (Vey) won their respective divisions with Bill Easley (Hon) and Doug Hayes (Hon) placing second and third in section one. Dave Pettigrew (Mai) and Rocky Caswell (Suz) finished out the top three in section number two.

Some very familiar names lined up at the start of the 125cc Pros: LOP riders Gary Denton and Dave Taylor, Suzuki's Brian Myerscough, new Team Honda member Jim Gibson, Cliff Lett, Ron Turner and host of other quickies. Taylor led for four laps of moto one but it only took time before Myerscough moved ahead of the pack. Taylor pulled within inches of the factory Suzuki rider during traffic but could not overcome.

In moto two, Taylor came back to win and grab the overall dollars. Myerscough settled for second overall and Gibson was third.

In the 125cc Intermediate classes, Steve Pfaff (Suz) won division one and Dave Hamada (Suz) won division two. Second place finishers were Robert Green (Suz) and Stewart Pryer (Suz). Ken Hamilton (Suz) and J. Qualls (Q&E) took third place honors.

The largest class of all was the 125cc Juniors. The 50 entrants were again started in two different classes. Scott Manning (Suz), Mark Stubbs (Kaw) and Mike Wilkinson (Suz) gathered in the highest three positions in division one. In division two, Sean Gilboy (Hon), Richard Varner (Kaw) and Terrin Keefer (Yam) scored the best of their 27 contestants.

The Intermediate and Juniors turnouts were outstanding. Looks like everyone will pursue their chance to collect some of that $5000 purse from DG.

Hansen, Simons, Strauss strike at CRC Dunes MX

By Brian George

VALENCIA, CA, MAR. 18

While the rest of southern California was getting drenched with rainfall, the weather around Indian Dunes was sunny and slightly cool, and the skies opened up only once for a brief one-moto shower. California Racing Club pulled off another fantastic Sunday motocross under those clouds, and the three top Professionals of the day were DG's Willy Simons in the 125s, Can-Am's Donnie Hansen in the 250s, and Cole Bros. Maico-mounted Hal Strauss in the Opens.

The first Pros off the gate were the Open riders. Yamaha's Terry Clark took the first moto after working around DMG's Greg Draskovich, Joe Price and John R. Wilson, Jr., then finally cut an early lead Strauss had built up along the way for the win.

In the second moto Clark worked past Draskovich and Price again, then got by Strauss to command the rest of the race, but in the final turn of the last lap, the rear end of Clark's 400 Yamaha locked up in the sand and Strauss rode by for the win as Clark tried to push acorss. Price took second overall ahead of Draskovich.

In the 250cc action Can-Am rider "Dynamite Donnie" Hansen effortlessly rode away with both motos and got in a little passing practice as well. DMG's Don Draskovich pulled the holeshot on his Maico Magnum, but could only hold Hansen off for the early part of the first moto before the Can-Am set off for the flag. Mark Gambetta soon pulled up to Draskovich to challenge for the number two position and the duo went at it for a number of laps before Gambetta made a daring pass around Draskovich in a new turn at the base of the start downhill. Positions held for the remainder of the moto with John Atwood picking up fourth ahead of Darrel Anderson.

Hansen's powerful Can-Am roosted out of the gate to the second moto holeshot, and from the first turn on it was his race. Bill Ovellette rode second with Atwood right on his butt, and a heavy battle ensued for the position. Atwood continually stabbed his Maico at the Yamaha underneath Ovellette, and for the first three-quarters of the race nothing worked. Finally, towards the end of the moto, Atwood slipped by for second and second overall. Draskovich picked up third overall with a fifth, and Gambetta locked a thrown chain in his rear hub out in the sandwash, which abruptly put an end to his day.

After a little layoff due to sponsorship disagreements, DG's Willy Simons was back out on his Yamaha and picked up the 125cc Pro overall. The first moto saw young A.J. Whiting

take the holeshot on his A.J. Racing Products/Yamaha Motor Corp. YZ with Simons in tow. Simons soon slipped past Whiting and pulled slightly away, while Whiting held a slight advantage over Edwin Arnet. Bobby Jones and Jimmy Holley followed in the standings at the finish of the moto.

Round two saw Simons and teammate Tim Locey pull out front quickly, but this time Locey was heading the parade and pulled a sizeable lead over Simons. Locey's first moto sixth just about counted him out of contention for the overall win, so Simons didn't pay much attention. But a few laps later, Jones slipped up behind Simons and took him by surprise for second place. Whiting was running second early but crashed and dropped back to fifth behind Arnet at the checkered. Overall it was Simons, Bobby Jones with a 4-2 day, and Locey.

Results

125 PRO: 1. Willy Simons (Yam); 2. Bobby Jones (Suz); 3. Tim Locey (Yam).
250 PRO: 1. Donnie Hansen (C-A); 2. John Atwood (Mai); 3. Don Draskovich (DMG).
500 PRO: 1. Hal Strauss (Mai); 2. Joe Price (Mai); 3. Greg Draskovich (DMG).
80 BEG: 1. Charles Osterday (Suz); 2. James Bailey (Suz); 3. Parry Shields (Yam).
80 NOV: 1. Mark Harwell (Suz); 2. Marty Lehotan (Yam); 3. Scott Marrison (Suz).
80 INT: 1. Gino Rey (Suz).
100 BEG: 1. Kevin Brewis (Yam); 2. Bill Bankard (Suz).
100 NOV: 1. Randy Johnson (Suz); 2. Roy Farr (Yam); 3. David Lamb (Yam).
100 INT: 1. Tony Barbacovi (Yam).
125 NOV: 1. Greg Westergaard (Suz); 2. Fred DeVries (Yam); 3. Lee Johnson (Yam).
125 INT: 1. Todd Bausch (Suz); 2. Nick Athens (Suz); 3. Matt Whiting (Yam).
250 BEG: 1. Steve Marquez (Suz); 2. Steve Forsyth (Suz); 3. Doug Russell (Yam).
250 NOV: 1. Chuck Rubin (Hon); 2. Rick Winakur (Suz); 3. Tom Aquino (Mai).
250 INT: 1. Enrique Dibos (Hon); 2. Burl Beverindge (Suz); 3. Mike Griffitts (Yam).
500 BEG: 1. Mike Walters (Yam); 2. Mark Whelen (Yam); 3. Karl Krammer (Hus).
500 NOV: 1. Joel Shedder (Mai); 2. Robert Brazier (Mai); 3. John Pincott (Yam).
500 INT: 1. Dan Moore (Mai); 2. Lowell Spina (Yam); 3. Eric Wacher (Yam).
VET JR: 1. Charles Walters (Yam); 2. Soni Mount (Yam); 3. Don Hobson (Suz).
VET INT: 1. William Miller (Suz); 2. Jerry Black (Mai); 3. Dan Sanchez (C-A).
VET SR: 1. Bob Hayes (DMG); 2. Chuck Strauss (Mai); 3. John Wilson (Yam).

Miller tops Corona night MX

By Ron Lawson

CORONA, CA, MAR. 16

Redlands Suzuki's Marty Miller pulled off the win in the 250cc Pro class at Corona Raceway for the second week in a row in the face of some tough competition. It has only been three weeks since Miller made his return to the MX scene after a long lay-off, but with each ride, his performance improves remarkably. This week, he stormed the first round and took a close second in the following moto in spite of a flat rear tire.

The first moto was held up for several minutes while DG's Steve Bauer (Yam) struggled to start his stubborn YZ, but eventually the race got underway, leaving without Bauer. The DG rider did finally get his mount started, but it was after Miller and the rest of the pack were long gone. Up front, Robert Gray (Yam) was the only one who could stay with Miller. The two of them left everyone else far behind and even Gray began to fall back near the end of the race. Third place was a dice at first between Pryor Campbell (Hon) and Lucas Reynolds (Suz), but soon Bauer came up from the rear to capture the position. There was no hope, however, of Bauer moving up any farther than that and

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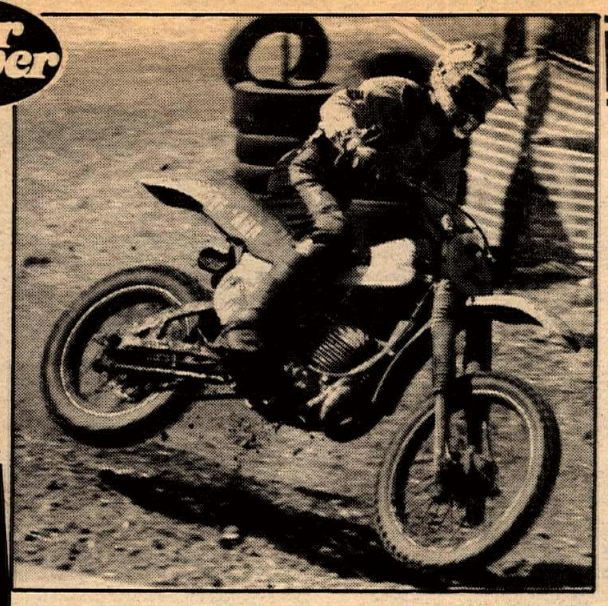

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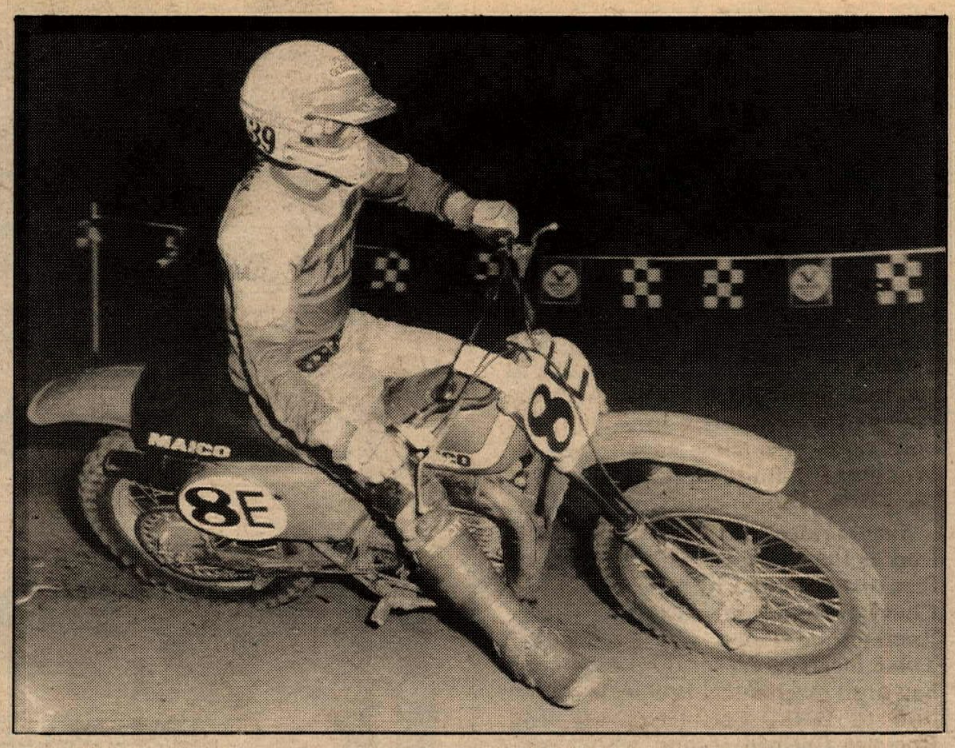
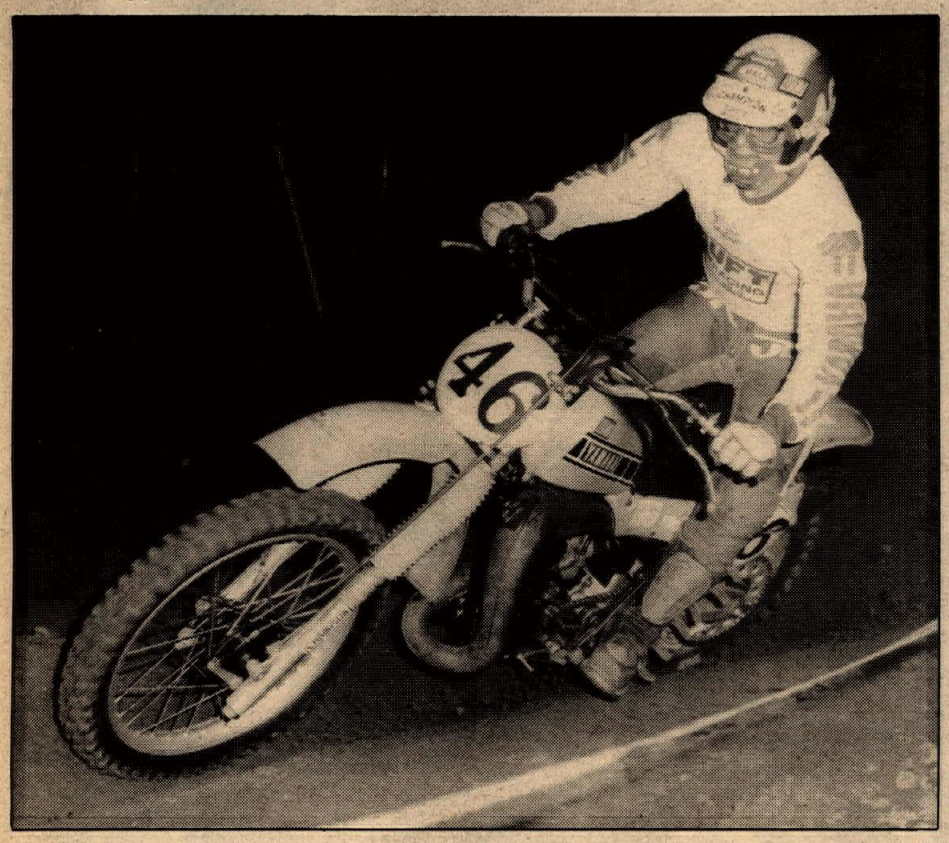


(Above) Desert ace Larry Roeseler was second SSM Open Pro. (Below) Ron Turner topped all three Pro classes at CMC OCIR.

Vince Van Hook showed promise in the CMC OCIR night MX opener.



when the checkered flag came out, Miller still had a good lead over Gray, Bauer, Reynolds and Bill Knight (Mai).

In the next race, Bauer got out into an early lead, but Miller was right on his tail. Both riders were out for blood, and the duel got hairy at times. At one point, Miller block passed Bauer and led for a lap, but then Bauer turned around and did the same thing right back. Miller's tire went flat about halfway through the race, but he hardly slacked off his pace. But finally, after a hard race, Bauer took the win with Miller right behind. Gray was a distant third. Overall it was Miller, Bauer, Gray, Reynolds and Knight.

The season of high school MX came to a partial climax on the same night in the first of two championship races, the second of which will be held next week. Taking top honors was Norco High with North less than 30 points behind. It was Mike Word's win in the 175cc Senior class that put Norco over the edge, and as if that wasn't enough, Word went on to take third in the 125cc Senior class.

Results

MINI BEG: 1. Joe Rincon (Kaw); 2. Scott Brown (Kaw); 3. John Gersjes (Yam).
MINI NOV: 1. Otis Cecil (Kaw); 2. Jason Rincon (Kaw); 3. Gary Clark (Yam).
100 BEG: 1. Derrick Langston (Suz); 2. John Hurwitz; 3. Bill McCarter (Suz).
100 NOV: 1. Terry Knight (Suz); 2. Don Sigrist (Yam); 3. Joe McCoy (Yam).
125 BEG: 1. Gary Sather (Suz); 2. Jimmy Edmiston (Suz); 3. Jeff Martija (Suz).
125 NOV: 1. Tim Harris (Yam); 2. Tom Hodgin (Suz); 3. Chuck Russell (Hon).
125 INT: 1. Rick Rodgers (Kaw); 2. Ray Neff (Suz); 3. Guy Campbell (Yam).
125 EX: 1. John Greenway (Hon); 2. Andy Northrup (Suz); 3. Todd Baldwin (Suz).
250 BEG: 1. Darrell Elam (Suz); 2. Glenn Neate (Yam); 3. Randy Sell (Suz).
250 NOV: 1. Tony Feldhaus (Hon); 2. Tony Apodaca (Hon); 3. Mike Word (Suz).
250 INT: 1. Todd Schaeffer (Kaw); 2. Dean Wilkinson (Hon); 3. Joe Aragon (Yam).
250 PRO: 1. Marty Miller (Suz); 2. Steve Bauer (Yam); 3. Robert Gray (Yam).
OPEN BEG: 1. Richard Harris (Suz); 2. Marc DuFour (Yam); 3. Bill Conger (Yam).
OPEN NOV: 1. Eddie Michetti (Mai); 2. Tony Parson (Mai); 3. Ken Kaney (Yam).
OPEN INT: 1. Jim Speight (Mai); 2. Ron Lawson (Suz).
OPEN PRO: 1. Dane Wigington (Yam); 2. Mark Rawley (Suz); 3. Dan Paulson (Suz).
HIGH SCHOOL
MINI SR: 1. Randy Fleisher (Suz); 2. Dale Dondel (Kaw); 3. Ray Wright (Suz).
100 NOV: 1. John Mazzacane (Yam); 2. Eveart Wheeler (Yam); 3. Gary Harada (Yam).
100 SR: 1. Louie Soto (Yam); 2. Don Hockett (Hon); 3. Toby Maynard (Yam).
125 NOV: 1. Barney Frank (Kaw); 2. Tom Weekes (Suz); 3. Ty Carter (Yam).
125 NOV: 1. Mark Spiker (Suz); 2. Mitch Gabriel; 3. Craig Seeley (Suz).
125 INT: 1. Greg Zitterkopf (Suz); 2. Allen Lucas (Yam); 3. Ron Rehnquist (Yam).
125 SR: 1. Rick Rodgers (Kaw); 2. Warren Bell (Suz); 3. Mike Word (Suz).
175 NOV: 1. Craig Seeley (Suz); 2. Mark Rizk (Yam); 3. Jeff Snell (Kaw).
175 INT: 1. Greg Zitterkopf (Suz); 2. Allen Lucas (Yam); 3. Pat Weber (Suz).
175 SR: 1. Mike Word (Suz); 2. Mike Knueven (Suz); 3. Scott Seeley (Suz).
250 NOV: 1. Robert Young (Hon); 2. Rob Kaschebufski (Yam); 3. Steve Baumgartner (Yam).
250 INT: 1. Don Hockett (Hon); 2. Scott Lantz (Hus); 3. Mike Rix (Hon).
250 SR: 1. Ted Hoyt (Yam); 2. Randy Buckner (Yam); 3. Laython Loop (Hon).

CMC OCIR MX: Three for Radical Ron

By Tom Corley

IRVINE, CA, MAR. 16

Announcer John Bethea seems to keep quite a close watch on the Continental Moto-sports Club motocross action and has a real mind for the history making part. John brought it to our attention this evening that not since 1973 has anyone ever won all three Pro classes in CMC motocross. Well, tonight all three Pro classes were put away by Luft Shocks' great Ron Turner!

How anyone could race three Pro classes is quite a feat in itself but to win against the best is remarkable. Turner had to overcome the threat of Glenn Page and Troy Smith in the 125cc Pro class and the competition in the 250 and 500cc classes was even stiffer as Norstar-supported Goat Breker (Hus) and Gary Jones (Amx) played tag with Turner all the way but did not prevail against the lightening Luft rider. Both Breker and Jones raced in both events so they had a fair chance at Turner but ended up letting him take all the first place cash and a real night to remember.

Results

MINI JR: 1. Ron Rogers (Yam); 2. Jim Cobham (Yam); 3. Daniel Somers (Yam).
MINI INT: 1. Tony Tetone (Suz); 2. Bruce Bunch (Yam).
100 JR: 1. Chris Fleming (Yam).
100 INT: 1. Paul Fitzgibbon (Yam); 2. Quinton Smith (Suz).
125 JR: 1. Randy Sciarra (Suz); 2. Danny Van Auken (Hon); 3. Howie Lloyd (Suz).
125 INT: 1. Angel Montoya (Suz); 2. Mark Gale (Suz); 3. Alan Tomota (Hon).
125 PRO: 1. Ron Turner (Yam); 2. Glenn Page (Suz); 3. Troy Smith (Suz).
250 JR: 1. Rick Thomas (Hon); 2. Mike Bennett (Suz); 3. Tim Woods (Amx).
250 INT: 1. Mike Schoffstall (Hon); 2. Dan McLeod (Yam); 3. Mark Denning (Yam).
250 PRO: 1. Ron Turner (Yam); 2. Goat Breker (Hus); 3. Gary Jones (Amx).
500 INT: 1. Dan McLeod (Yam); 2. Brad Morrison (Mai); 3. Gordon Smith (Yam).
500 PRO: 1. Ron Turner (Yam); 2. Goat Breker (Hus); 3. Gary Jones (Amx).

Gibson takes two at SSM MX

By Terry Whytal

ORANGE, CA, MAR. 10

Jim Gibson brought his Suzukis out to Saddleback today and cleaned house on both the 250 and 125cc Pros. After riding four 40-minute motos in less than five hours on an unusually rough course, for Saddleback, Gibson hardly seemed winded! Watch this guy to make a good showing at the 125cc National Apr. 1.

Grabbing the first moto holeshot over a large field of 250cc Pros was Yamaha-mounted Tim Lunde. Close behind came Suzuki's Bob Elliott with Yamaha rider Mark Lawrence in third just ahead of Gibson. On the second lap Gibson passed Lawrence and on the third went by Elliott. Lap five saw Tony Gomez move his Suzuki up to take fourth place away from Lawrence. Out in front, Lunde seemed to have everything under control riding at a smooth, fast pace. Gibson appeared to be riding more conservatively than usual, perhaps with the thought of three races yet to come and Elliott cruised comfortably in third. When the checkered flag came out the finishing order was still the same, Lunde, Gibson, Elliott.

Tony Gomez was unsatisfied with his fourth place in the first moto so he grabbed the holeshot in the second. Gibson quickly attached himself to Gomez's rear fender and Lunde followed in third. Greg Blackwell put his bright orange Can-Am into fourth ahead of Elliott and Vere Butler (Yam). Gomez tried to hold off Gibson but the Suzuki rider was not to be denied victory. As soon as Gibson passed Gomez he began to pull away from the field at two seconds a lap. Gomez was running nicely in second until he threw his chain and Lunde moved up. Blackwell held off Elliott until about the halfway point. Elliott then began a strong charge that quickly brought him up alongside Lunde and the two riders battled head to head for several laps. Elliott tried to pass through a tough rutted section and got into a tank slapper that spit him off and really rung his bell. It was several minutes before Elliott was able to remount and ride to the finish line

just as the race ended with Gibson far out in front. Gibson was the overall winner and Lunde finished second. Third place money went to Maico rider John Atwood with a 7-5 score.

Gibson didn't waste any time jumping to the front of the 125cc Pro race. Craig Dale gave chase on his Suzuki and managed to keep Gibson in sight but could not get close enough to threaten. At the checkers Gibson and Dale were far out in front of the rest of the field.

Moto two was basically a replay of the first as Gibson ran away with the race and Dale finished in second, the only rider even close to Gibson. D. Westergaard finished the day with a third overall on his Suzuki.

Suzuki rider Tim Tolar grabbed the lead as the Open Pros headed for the first turn followed by Maico-mounted Chuck Pettigrew and desert ace Larry Roeseler on (what else?) a Husky. Tolar looked to have the race in the bag until mechanical problems caused him to DNF. Pettigrew won and Roeseler finished second with Husky rider Bob Rutten in third.

Roeseler nailed down the holeshot in the second moto with Pettigrew hot on his tail. The two riders banged bars the entire race with Roeseler leading right until the last lap as Pettigrew slipped by to take the win and overall victory. Roeseler took home the consolation money and Maico rider Joe Puce finished with a 4-4 score to give him third overall.

Results

OPEN PRO: 1. Chuck Pettigrew (Mai); 2. Larry Roeseler (Hus); 3. Joe Puce (Mai).
250cc PRO: 1. Jim Gibson (Suz); 2. Tim Lunde (Yam); 3. John Atwood (Mai).
125cc PRO: 1. Jim Gibson (Suz); 2. Craig Dale (Suz); 3. D. Westergaard (Suz).
OPEN INT: 1. Gregg Smith (Mai); 2. Phill McCain (Mai); 3. Fulton Tidwell (Mai).
250cc INT: 1. Jeff Lysdak (Hon); 2. Kevin Olson (Mai); 3. Matt Hope (Yam).
125cc INT: 1. Jeff Qualls (Suz); 2. Bart Hitt (Suz); 3. Matt Zigeler (Suz).
OLD TIMERS: 1. Doug Archibald (Mai); 2. Ray Sanchez (Suz); 3. Bob Millner (Yam).
OPEN JR: 1. Jeff Francis (Hus); 2. Mike Hair (Yam); 3. Jody Wiesel (Suz).
250cc JR: 1. Joe Lemke (AMX); 2. Rick Guthrick (Suz); 3. Ron Bumgarter (Hon).
125cc JR: 1. Ryan Eide (DG); 2. Greg McElroy (Suz); 3. Bruce Deacon (Yam).
OPEN BEG: 1. Frank Malechek (Yam); 2. Rick Gunn (Yam); 3. Mike Van Deyn (Suz).
250cc BEG: 1. Bob Martin (Hon); 2. Jack Karst (Hon); 3. Glen Neat (Yam).
125cc BEG: 1. Matt Weathers (Suz); 2. Mike Ishida (Suz); 3. Nick Lymer (Yam).
MINI EX: 1. Ted Brady (Suz); 2. Floyd Thomas (Kaw); 3. Rick Sams (Kaw).

Turner burns CMC OCIR opener

By Tom Corley

IRVINE, CA, MAR. 9

After four long months of rainy weather the OCIR motocross track finally emerged from the water and the 1979 season got underway. A lot of promotion, including radio spots, let the SoCal area know about the new event and sure enough a full crowd of spectators and racers made it all happen.

The Continetal Moto-sports Club is putting up a lot of money for the Professional racer and the response from this group was so great that all three of the 125, 250 and 500cc classes were competitively filled.

In the 250cc Pro class several riders were constantly switching places and the man who hooked the holeshot was not always at such a great advantage. In the first moto, Ammex ace Gary Jones gunned it out in front and had it dialed on when bike problems developed and gave others a crack at the first place position. A tight three man race formed then between Vince

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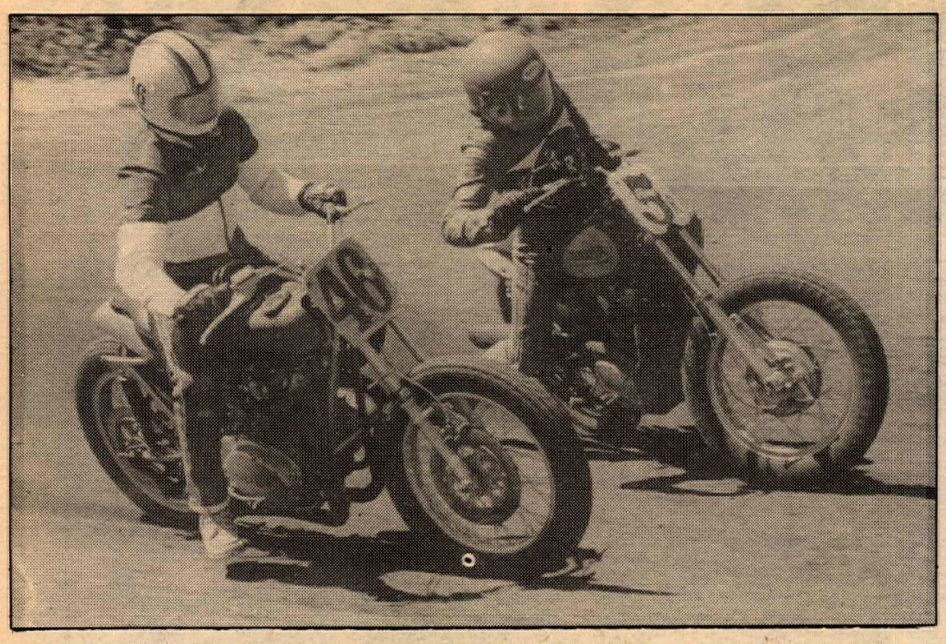

Mike Haney (46) and Bobby Sanders dueled in the D-37 Open class.

HanHook (Mai), Tim Lunde (Yam) and Luft Shock-sponsored Ron Turner (Yam).

In the second moto Robert Reisinger pulled an excellent start on the pack which gave him the front running position. Reisinger was really flashing his new Kawasaki around, but with two laps to go he was zapped by Lunde. Tim got by cleanly but then Ron Turner advanced by Reisinger and eventually passed Lunde for the lead which gave him the best overall finish for the night. Lunde, who I believe has more CMC Pro wins to his name than anybody else, had to settle for the second place honors. VanHook looks like a real threat to the other top names now that he is mounted on a bigger displacement bike and he claimed the third place money this time.

Results

MINI JR: 1. R. Rogers (Yam); 2. J. Cobham (Yam); 3. D. Fish (Hon).
MINI INT: 1. T. Marcell (Kaw); 2. B. Bunch (Yam); 3. T. Tetone (Suz).
100cc JR: 1. D. Frear (Suz); 2. J. McCoy (Yam).
100cc INT: 1. Q. Smith (Suz).
125cc JR: 1. T. Simmons (Suz); 2. S. Gilboy (Hon); 3. J. Wright (Suz).
250cc JR #1: 1. K. Guyett (Amx); 2. J. Padilla (Suz); 3. S. Rawding (Yam).
250cc JR #2: 1. R. Caswell (Suz); 2. D. Ritchey (Amx); 3. D. Ashcroft (Hus).
500cc JR: 1. B. Meredith (Suz); 2. B. Hueth (Yam); 3. B. Boldt (Hus).
125cc INT: 1. S. Childress (Suz); 2. T. Hall (Suz); 3. T. Theodore (Suz).
250cc INT: 1. M. Schoffstall (Hon); 2. R. Kain (Kaw); 3. D. McLeod (Yam).
500cc INT: 1. D. McLeod (Yam); 2. P. Spain (Dmg); 3. P. Hawley (Suz).
125cc PRO: 1. G. Denton (Yam); 2. C. Dale (Suz); 3. C. Bower (Hon).
250cc PRO: 1. R. Turner (Yam); 2. T. Lunde (Yam); 3. V. VanHook (Mai).
500cc PRO: 1. G. Jones (Amx; 2. G. Breker (Hus); 3. M. Brooks (Mai).

Hames claims D-37 scrambles

By Maureen Lee
Photo by Dan Mahony/ Wizard Racing Photography

PERRIS, CA, MAR. 4

There was a time when the Jack Rabbits used to throw a lot of scrambles; always the July 4 Firecracker Fiesta and always the first one of the season. But when the number of scrambles riders dropped off they went on to more lucrative things but on Sunday they came back to the scene, and their reputation as one of the District's oldest clubs brought out a good number of the faithful. They weren't disappointed, the Rabbits have not forgotten how to put on a scrambles even if we do have some new rules and paperwork.

Fact: Those Minis looked as fast as the 650s as they exited that swooping Perris downhill and seeing that every turn has its speed limit, they are no doubt as fast. Greg Nelson didn't make it to the top three overall but the scrap he had with Joe Peterson in the second moto was all right! The war was on between Chris Cannon and Roger Thompson, and most of those younger guys ride as hard as the 250cc class. Cannon came home first with Roger second; he had the bad luck of missing a shift at the top of the track in the third round putting him just far enough back from the fleeing Cannon so he couldn't catch up.

If you're a 125cc Novice, take a close look at your skid shoes, huh, guys? You seem to be having trouble every week losing one or more of them. Kevin Clark did it this week. Ted Thompson won the class, and if he gets a little ragged at times he's very fast and Chris Chandler and Jimmy Snow couldn't beat him although the finishes show what the competition was like: Thompson (2-1-2), Chandler (1-4-1) and Snow (3-2-3) with Kevin Clark always around to stop any of them getting three straight places, whatever the finishing order.

Bud Carroll won the 125cc Amateur/Expert with three straight but right behind him there were all kinds of goings on: Don Milam really looked good in the second round before he finally got around Darren Hulbert for the second spot. Milam also got off hard the last round when he stuck his foot in a hole coming down the hill, not that the track was in bad shape, it wasn't.

In the 250cc Expert class they actually had enough bodies turn out to have heats and a main. I loved watching Jay Lewis and Tommy Walton coming down the hill elbow to elbow first moto, with Mark Cain right behind. In the second heat Pete Hames really got himself a nice lead, while Joe Steffen and Chris Cannon went at it for second. The last lap was super but we couldn't see from our angle who got to the flag first, but Joe sure is getting to be a master at running a track either high or low.

The same two tangled again in the semi but Joe couldn't get Cannon, and Cain made a neat pass inside on the downhill to get by Larry Bird, but Jay Lewis wouldn't part with his third.

In the main at the end of lap one it was Cannon, Ben Meyer, Hames and Walton. Walton then passed Cannon but Hames was coming on. As the laps dropped, Hames and Steffen got by Cannon, and Hames was in full cry after Walton. Finally Pete was running side by side with Tommy and just wouldn't back off, taking over the lead, and away he went with the win. Jack Dannenberg, his tuner, was standing there with a quiet smile on his face. Jack is one of those super wrenches that when he's breathed on a bike you know it's gonna run — he tuned all of Mike Tidwell's equipment which is reputation enough and besides all that he's just a super neat guy.

The sidehackers showed up en masse; the team of Hill/ Butterfield came all the way from Fresno and won it (1-1-2). The battles they had with Peck/Immen and Butterfield/Zemke were neat; we all love to see enough hacks out to make it interesting.

I still have not figured out how they can pass without running over each other's monkey. Speaking of which, the one on the Desert Donkey hack (no names in case some of the Sports Committee get uppity) was shut out of the fun when his hack quit every bloody time out. So he made his own by dropping his leather drawers at the top of the hill and happily "mooning" all the others as they came around. Concentration is the name of the game because no one crashed from laughing too hard.

Back in the dim past when Bobby Sanders was actually one of the baby class riders in the District on his Kawasaki, he had some great times riding against Mike Laney on a Hodaka. Mike showed up again Sunday and added even more spice to that class, and he and Bob had a great time. Bob knew he was back there, believe me, and tried like hell not to leave any gates open. In the first round Steve Miller did just that on the downhill and Laney shot through. Steve was right in there until something let go on the Yamaha in the last round, and Laney crashed in a cloud of dirt, we saw him go but couldn't see quite why.

Results

80cc COMB: 1. Chris Cannon (Yam); 2. Roger Thompson (Yam); 3. Joseph Peterson (Yam).
125 NOV: 1. Ted Thompson (Yam); 2. Chris Chandler (Yam); 3. Jimmy Snow (Yam).
125 AM/EX: 1. Charles Carrol (Yam); 2. Don Milam (Suz); 3. Darren Hulbert (Yam).
175-250 NOV: 1. Jeff Johnson (Yam); 2. Ross Klatt (Yam); 3. Chris Marrotte (Yam).
250 AM/EX: 1. Pete Hames (Yam); 2. Tommy Walton (Yam); 3. Joe Steffen (Yam).
SIDEHACK: 1. T. Hill/K. Butterfield; 2. R. Peck/ Immen; 3. B. Butterfield/P. Zemke.

Mini Experts Curtis Cannon (2) and Roger Thompson at Corona.

500 NOV: 1. Mike Coker; 2. Robert La Chance (Yam); 3. Jeff Maddy (KR).
500 AM/EX: 1. Mike Montgomery (Yam); 2. Steve Mudd (Yam); 3. Duran Saavedra.
OPEN: 1. Bob Sanders (Yam); 2. Duran Saavedra.

Montgomery, Hames take Corona TT/HM wins

By Elaine Jones

CORONA, CA, MAR. 10

It was a good night for racing with a good number of riders making the trip down from northern California and a super turnout of Pros, particularly the 250cc Division.

The best race of the night was that between three riders in the Open Money TT. On the line sat Bobby Sanders, Shawn Leipold and Mike Montgomery, a class group in anybody's book. Sanders got off on top in the main with Montgomery second and Leipold third. They were running close, that is, until Leipold stuffed it going into the first infield turn and by the time he got running again he was too far out of it. Montgomery unleashed the power in his big Yamaha and took the lead away from Sanders by the second lap. Sanders never gave up the chase and was knocking on the door all the way until the white flag lap when he took a page from Leipold's book and stuffed it in the same exact spot. Montgomery breezed home with the win with Sanders second and Leipold third.

Mike Garrison, from northern California made everyone sit up and take notice as he went wire to wire in the 250cc Money TT. Chris Cannon was second with Mike Paulson third for one lap before Ross Klatt took over the spot to set the top three for the duration.

There were so many 250cc Money half mile entries that they qualified for the main with 10 taking the field. The riders tried to get Pete Hames, the "Semi Flash," to withdraw or at least start in turn four but he wasn't having any and the moans could be heard throughout the pits. They weren't wrong as Hames was out on top and flying on his little rocketship. Mike Garrison was sticking very close followed by Ross Klatt, Chris Cannon,

Joe Steffen and Bobby Garabedian. Garabedian came up with a good move on the second lap as he got by not only Steffen but Cannon to move himself to fourth. Klatt was not as easily dealt with and he held Garabedian at bay until the white flag when Garabedian was able to come up with an extra bit of power and zipped by for third behind Hames and Garrison.

Danny Perkins didn't look like much in the Open Money half mile heat race but he came alive when it counted. He pushed his big Yamaha right to the front and kept it there. Bobby Sanders was off second with Rick Reed third and Steve Monger fourth. Reed ran into trouble early on and was back in seventh on the second lap and Rob Selvy moved to fill the gap with Dylan Neihart right behind him. Two laps later Selvy lost his spot to Neihart, who was looking for racing room. One lap later Neihart got a lucky break as Monger went out with mechanical problems and third was his. Perkins was burning up the track and Sanders went on the defensive to hold Neihart at bay. They finished in that order.

There was a special treat for those of us that can remember way back when with the appearance of James Reed and his 600cc Matchless. He finished third in the Open Expert half mile behind Dylan Neihart and Steve Monger.

Double wins were collected by Roger Thompson in the Mini Division, Darren Hulbert in the 125cc Experts and Mike Roach in the 250cc Amateurs.

Results

TT

MINI: 1. Roger Thompson (Yam); 2. Curtis Cannon (Yam); 3. Paul Smith (Yam).

125cc EX: 1. Darren Hulbert (Suz); 2. Jim Rosa (Yam); 3. Royal Anderson (Suz).

250cc AM/EX: 1. Mike Roach (Yam); 2. Tracy VanBlarger (Amx); 3. Royal Anderson (Suz).

250cc MONEY: 1. Mike Garrison (Yam); 2. Chris Cannon (Yam); 3. Ross Klatt (Yam).

OPEN MONEY: 1. Mike Montgomery (Yam); 2. Bobby Sanders (Yam); 3. Shawn Leipold (Yam).

HALF MILE

MINI: 1. Roger Thomspon (Yam); 2. Curtis Cannon (Yam); 3. Brent Bowers (Yam).

125cc EX: 1. Darren Hulbert (Suz); 2. Jim Rosa (Yam).

250cc AM: 1. Mike Roach (Yam); 2. Randy Howard (Yam); 3. Perry Perioette (Yam).

250cc EX: 1. Joe Steffen (Yam); 2. Royal Anderson (Suz); 3. Bruce Heiland (Yam).

OPEN AM/EX: 1. Dylan Neihart (Yam); 2. Steve Monger (Yam); 3. James Reed (Mat).

250cc MONEY: 1. Pete Hames (Yam); 2. Mike Garrison (Yam); 3. Bobby Garabedian (Yam).

OPEN MONEY: 1. Danny Perkins (Yam); 2. Bobby Sanders (Yam); 3. Dylan Neihart (Yam).

Locey, Ovellette, grab AME Dunes MX

By Laura Richard

VALENCIA, CA, MAR. 11

The Pro classes get bigger every week as top riders get ready for some up-coming AME events. This week was no exception, as some of the top Pros showed up to do battle with the American Motocross Enterprises at Indian Dunes.

In the 125cc Pro class it was "Flying Mike" Brown (Suz) taking the holeshot and the lead as the gate dropped for the first round. There was no holding back Yamaha-mounted Tim Locey, who passed Brown to take the lead. Suzuki-mounted Bobby Jones also got by Brown, putting pressure on Locey. Locey was able to hold on to first with Jones finishing second and third going to Brown.

In the second round Brown jumped into the lead followed by Locey and Jones. The strong-riding Brown was not about to let Locey or Jones take

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Ross Learn leads the CMC 250cc Pros off the start at Carlsbad. Winner Steve Rhyan (14) lurks in fourth.

over first and as the flag dropped for the finish of the race, Brown crossed in first followed by Locey and Jones. The overall win went to Locey with Brown taking second and third going to Jones.

In the 250cc Pro class it looked like Locey was going to repeat his 125cc triumph class by taking this class as well. In the first moto Locey took the holeshot and pulled out a good lead which he held the entire race with Yamaha riders Bill Ovellette in second and Mike Shoemaker third.

In the second moto Ovellette pulled the holeshot and took the lead with Locey and Shoemaker running 2-3, but Maico-mounted Mark Gambetta charged through the pack to take over second. The overall win went to Ovellette with Locey taking second and third going to Gambetta.

There was some good racing going on in the Open Junior class as Tom Walker rode his Suzuki to the overall win, fighting off some strong competition from Maico riders Rob Brazier and Ron Wade. Wade pulled off the first moto win, with Brazier taking second and Walker taking third.

In the second round Walker took the win with Brazier again in second and third going to Wade. This tied the riders at four points apiece and the second moto order determined the overall finish.

Results

100 JR: 1. Dave Frear (Suz); 2. Joe Lundgren (Yam); 3. Bobby Wright (Suz).
100 INT: Chris McCauley (Suz).
125 BEG: 1. Brian Calderon (Suz); 2. Russ Wray (Yam); 3. Eric Allay (Yam).
125 JR DIV 1: 1. Dick Maeks (Suz); 2. Chris Morton (Suz); 3. Ron Willison (Suz).
125 JR DIV 2: 1. Dirk Stropp (Yam); 2. Matthew Allay (Suz); 3. Robert Omectin (Suz).
125 INT: 1. Trev Hall (SUz); 2. Jerry Martinez (Suz); 3. Stuart Carroll (Yam).
125 PRO: 1. Tim Locey (Yam); 2. Mike Brown (Suz); 3. Bobby Jones (Suz).
WOMEN'S DIV: 1. Den Silicato (Yam); 2. Crystal Calderon (Yam); 3. Randie Mrenbury (Suz).
250 BEG: 1. Bill Tutre (Suz); 2. Duane Lembk (Hon); 3. Brad Layne (Yam).
250 JR: 1. Jim Davis (Hon); 2. Louis Hunter (Hon); 3. Jim Lundgren (Yam).
250 INT: 1. Burl Beveridge (Suz); 2. Enique Dibus (Hon); 3. David Labrot (Yam).
250 PRO: 1. Bill Ovellette (Yam); 2. Tim Locey (Yam); 3. Mark Gambetta (Mai).
OPEN BEG: Eddy Vaughn (Yam).
OPEN JR: 1. Tom Walker (Suz); 2. Rob Brazier (Mai); 3. Ron Wade (Mai).
OPEN INT: 1. Eric Archer (Yam); 2. Ken Abernathy (Yam); 3. Barry Meyer (Yam).
OPEN PRO: 1. Hal Strauss (Mai); 2. Darren Oliver (Yam); 3. Andy Jannings (Mai).

Hess, Rhyan, Smith share CMC Carlsbad MX loot

By Mark Kariya

CARLSBAD, CA, MAR. 11

The Continental Moto-sports Club hosted another day of good racing at Carlsbad which saw the return of some old faces along with some inspired performances.

Cliff Lett (Yam) grabbed the lead from the drop of the gate in the first 125cc Pro moto and reeled off lap after lap in front of everyone else. Doing his best to get around him, though unsuccessfully, was Randy Hess (Suz) who conceded the moto to Lett late in the race, looking to the next moto for revenge.

Riding alone in third came Bryan Maloney (Esc) in his second Pro ride. He took that position from Andy Northrup (SoP) who drifted back to fifth, just behind Corki Moore (Suz) and Scott Anderson (Esc).

Hess took his turn at the helm in the second moto, finishing a ways ahead of Lett to garner the overall. Scott Johnston (Esc) held third by a threat as he led a tight-knit bunch of riders including Anderson, Northrup and Moore.

Anderson squeezed into fourth on lap 10 when Northrup's bike took a bad hop on the uphill. He was knocking on Johnston's door on lap 12 but made a mistake and took a heartbreaking spill, putting him out of the money.

Moore nipped Johnston on the last lap for third place bucks.

In the 250cc Pros, Ross Learn (Suz) headed out with the lead. Steve Rhyan (Suz), back from a broken leg suffered last year, moved into that spot on lap two, settled into a comfortable lead and was the first to see the checkered fall.

Tim Tolar (Suz), back from the Florida Winter-AMA series, got on the gas after a dismal start to wrest second away from Honda rider Clint Hardick. Juan Benavidez (Yam) and Robert Reisinger (Kaw) came through next, both after taking a spill apiece.

Steve Jackson (Hon) proved to be quickest out of the gate in moto two, but Tolar and Rhyan blew by before the end of the lap. Jackson eventually finished seventh.

Rhyan traded the lead with Tolar for a couple laps, but by lap four, he had it for good and went on to a decisive win.

Tolar slowed a bit, though still in front of Reisinger, Gary Truesdill (Suz) and Hardick.

David Fisher (Esc) showed the other 500cc Pros the way to turn one in their first moto. Tolar and Mike Tripes (Esc) wrangled by him on lap one. Tripes took it from lap two and torqued his way to victory.

Alan Smith (Hus) rode steadily and put Tolar in his sights on lap eight. Tolar, who wasn't getting along too well with his big RM-N due to handling problems, went high on the ledge the next lap. Smith went for the opening and snatched second from him for keeps.

Tony Wanket (Yam) retained his fourth spot for the majority of the moto, ahead of early leader Fisher and desert ace Larry Roeseler (Hus).

Moto two saw Tripes take the lead first with Roeseler getting an excellent start to put himself in second.

Smith, hungry for a win, disposed of Roeseler on lap two and set out for Tripes. He took the high line on the uphill on lap four, made his turn and jetted to the inside, ahead of Tripes.

They held those positions to the end, enabling Smith to earn the overall. Wanket was the only other rider to pass Roeseler who ended up a creditable fourth ahead of Fisher whose 5-5 finishes got him fifth.

Results

MINI JR: 1. Doug O'Donnell (Suz); 2. Mike Lieber (Yam); 3. Tom Hoskins (Suz).
MINI INT: 1. Tony Tetone (Suz).
100 JR: 1. Ray Tetherton (Es); 2. Tim Hale (Suz).
100 INT: 1. Mike Paulino (Suz).
125 PRO: 1. Randy Hess (Suz); 2. Cliff Lett (Yam); 3. Corki Moore (Suz).
125 INT: 1. Mark Varney (Yam); 2. Lee Bacon (Suz); 3. Jeff Burnworth (R&D).
125 JR: 1. Mark Howell (Suz); 2. Brian Fuller (Suz); 3. Lloyd Thomas (Yam).
250 PRO: 1. Steve Rhyan (Suz); 2. Tim Tolar (Suz); 3. Robert Reisinger (Kaw).
250 INT: 1. Dan Worley (PCS); 2. Mike Schoffstall (Hon); 3. Matt Hope (Yam).
250 JR: 1. Brian Pitzen (Vey); 2. Jeff Lucas (Yam); 3. Todd Williams (C-A).
500 PRO: 1. Alan Smith (Hus); 2. Mike Tripes (Esc); 3. Tony Wanket (Yam).
500 INT: 1. David Metje (Yam); 2. Ron Schwab (Mai); 3. Joel Grant (Mai).
500 JR: 1. Wayne Beebe (Suz); 2. K. Feulner (Mai); 3. Scott Adam (Yam).

Old Timers MX: Lewis leads the way

By Bob Alloy

VALENCIA, CA, MAR. 11

This track must be a favorite with many Old Timers as red jerseys were all over the place at the race scene this Sunday.

The action began with Marvin Olsen blasting away on his Yamaha. He took the lead, putting himself into the winning position for moto one. Even though Marshall Jennings had a bad beginning — his ending was great and he took second with some really excellent riding. Blackie Lewis had his problems in the first moto. They included a crash and some stalling but he was there for third place.

Moto two saw Marshall Jennings off the line first and leading for five laps. Lewis, however, was on his rear fender all the time. At the opportune time he stole the lead and then went on to first place. Typical of Blackie. Jennings followed Blackie and Marvin Olsen was in there with a good third place.

All the other Senior Experts followed Dick Frampton. They caught nothing but his mud and rocks in both motos. Bob Millner, also showing lots of ability, took second in moto one with Richard Lyons taking third. The second round saw Chuck Woody taking second place and Don Jensen looking great and taking a third.

For the Expert division it was Chuck Strauss smoothing out a rough track and flying around for a 1-1 tally. Art McNamee looked real good in those tight corners and came through with a well-deserved second in moto one. Ed Scheidler, getting real fancy on the last lap, sailed past two riders and was in there for second plate in moto two. Norm Elledge claimed the third position in both first and second motos in good style.

Bill Lyon's Maico was the big winner in the Amateur division, taking both motos. George Spearing took second in moto one and Bob Coffman took it the next time. Coffman did some good riding, taking the holeshot and holding the lead until the last lap. Jerry Scott placed third in both motos.

Novices began with Wayne Powell out there in the lead but Wayne's bike stalled on the seventh lap and Dan Harris snuck by and grabbed the first moto win. Jerry Allen took a good second and Gene Powell on his Husky was third. Dan Kawashima was the fourth place winner. Moto two was Gene Powell's. He took the holeshot and held the lead all the way to victory, both moto and overall. John Turdo powered his way into a very nice second place and Dan Harris was in for a good third place. Bob Anderson moved up through the pack and claimed the fourth place win.

Results

MASTER: 1. Blackie Lewis (Yam); 2. Marshall Jennings (Suz); 3. Marvin Olsen (Yam).
SENIOR EX: 1. Dick Frampton (Mai); 2. Chuck

Woody (Yam); 3. Richard Lyons (Mai).
EXPERTS: 1. Chuck Strauss (Mai); 2. Ed Scheidle (Yam); 3. Norm Elledge (Bul).
AMATEURS: 1. Bill Lyons (Mai); 2. Bob Coffman (Mai); 3. Jerry Scott (Mai).
NOVICE: 1. Gene Powell (Hus); 2. Dan Harris (Mai); 3. Kid Coffman (Yam).

Gomez, Hess top CMC Speedway 117 MX

By Rod Eschenburg

CHULA VISTA, CA, MAR. 14

After making it look easy in the first 125cc Pro moto, DG rider Randy Hess had to eat dirt in the second moto as transplanted Spokane, WA, rider Ross Learn proved to be a "fast study" with a dominating win in his first night at Speedway 117. Smooth-riding ESC rider Scott Anderson put together two thirds for second overall, edging the hard riding Learn by one point. Learn continues to impress with his fast riding ability, but spills are still costing him the overall; when he learns to stay right side up consistantly, watch out!

A fine field of 250cc Pros went for it and after the first moto, it looked like Maico hotshoe Huff Hadley had things well in hand, taking a well controlled win over Tony Gomez and Clint Hardick.

The second moto however, proved to be a complete mess as first Hadley crashed and then, with a beautiful battle shaping up between leader Gomez and fast closing Hardick, Clint did a very serious looking double endo. After sitting stunned on the track for several moments Hardick was able to leave the course under his own power with a badly bent machine. From there on it was all Gomez for the win and overall with Can-Am rider Greg Blackwell taking second with a 4-2 tally. It just wasn't Hadley's night, as he was beaten in the 500cc Pros by ESC rider David Gerig in a second-moto tie breaker.

Some of the top racing action of the night was provided by the Intermediates. In the 250cc class, Bill Silvers went two for two for the second straight week with the real battle going for second as Mark Smith squeaked out the runner up spot with a fourth and a third over Karl Marx.

By far the most popular win of the night was taken by 125cc Junior rider Danny Jones who took his new Kawasaki to a hard fought win in the second division with a win and a third. Jones, who debuted the bike last week on the same day it was purchased with a steady fourth place finish, proved it was no fluke by completely blasting the field this week in the first moto, and then coming through traffic in sensational style for a charging third in the second moto. ●

Results

500 PRO: 1. David Gerig (ESC); 2. Huff Hadley (Mai); 3. Steve Walker (Yam).
250 PRO: 1. Tony Gomez (Hon); 2. Greg Blackwell (C-A); 3. david Douglas (Mai).
125 PRO: 1. Randy Hess (DG); 2. Scott Anderson (ESC); 3. Ross Learn (Suz).
500 INTER: 1. Randy Norman (Yam); 2. Loren Jarvis (Suz); 3. David Metje (Yam).
250 INTER: 1. Bill Silvers (Yam); 2. Mark Smith (Kaw); 3. Karl Marx (Mai).
125 INTER: 1. James Gochmanaski (Suz); 2. Tim Theodore (Suz); 3. Chuck Swanson (ESC).
500 JR: 1. Jessie Santiago (Yam); 2. Ernie Mahlmeister (CZ).
250 JR: 1. Rick Grasser (Hon); 2. Ron Davis (Mai); 3. Jeff Dowell (Hon).
125 JR DIV 1: 1. Dale Gutzmer (Yam); 2. Kent Musgrave (Suz); 3. Brian Fuller (Suz).
125 JR DIV 2: 1. Danny Jones (Kaw); 2. Jack Lewis (Suz); 3. Pat Dumias (Suz).
100 JR: 1. Todd Leser (Suz); 2. Warren Sleight (Suz); 3. Ernie Marques (Suz).
EXP MINI: Bryan Antonacci (Yam).
INTER MINI: Terry Murray (Suz).
JR MINI: 1. David Crowson (Suz); 2. Ronnie Seymour (Suz); 3. John Phillips.

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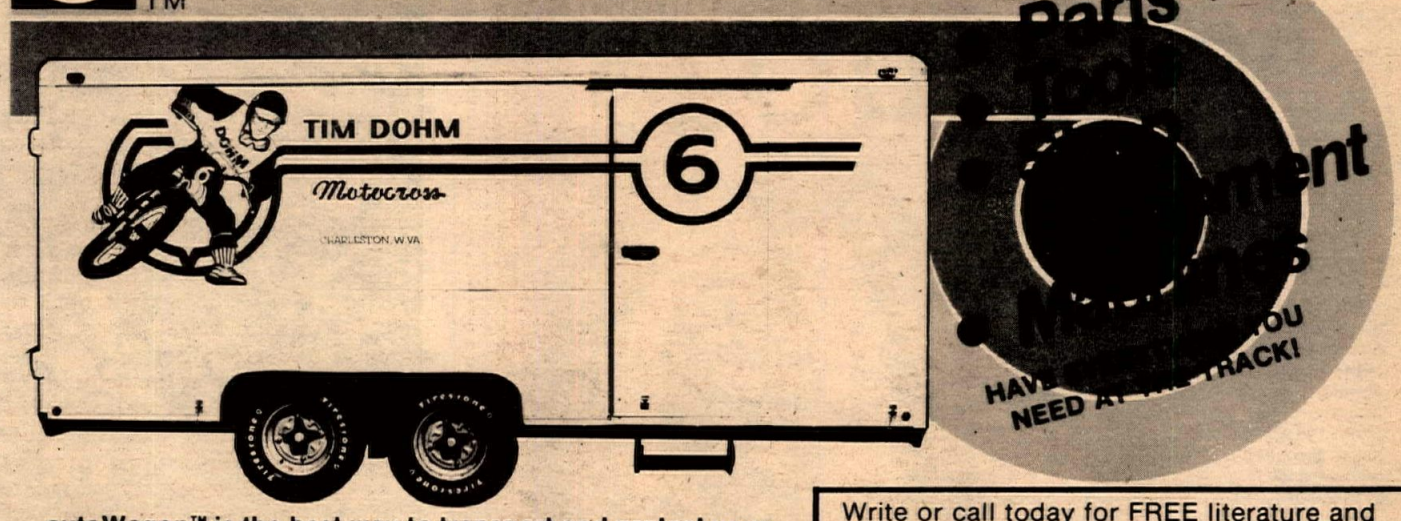

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NORTHERN DATELINE

Watsonville MXers said they were tired of riding high-speed scrambles type courses, so here's what the Ridge Runners did for them.

European style motocross at Watsonville opener

By Gerry Reagan

WATSONVILLE, CA, MAR. 18

"This is super!" "It's one of the best tracks I've ever seen." "There sure are alot of off-camber turns." "Wow! This is really European!"

These are just some of the comments overheard before the morning practice session as the riders walked the track in preparation for the day's racing. They were talking about the newly designed course at Watsonville where some serious thought went into the track preparation.

"We're tired of riding high-speed, scrambles-like courses," said one of the Ridge Runners' members, himself an Expert-ranked racer. "We decided to go back to the roots of motocross and build a track like they have in Europe. It may be kind of hard for some of the riders but that's what 'natural terrain' motocross is all about."

We don't know if the riders found the track hard to ride but we do know that everyone we talked to was super-stoked about the new layout. The starting area had been changed around to make the first turn much safer for the riders and more exciting for the spectators. There were lots of off-camber, grassy turns and the tight corners and short straights meant that the people who got into the lead were the ones who could ride the best. This situation made for some excellent racing where strategy was a determining factor.

A good example of strategy was displayed in the second moto of the Open Expert class as Jerome Heibarger (Suz) tried desperately to get by Gary Jones (Amx). Jones took the early lead with Heibarger hot on his tailpipe and the two stretched out a tremendous lead over the rest of the pack. Because of the way moto one had ended, the overall win would go to whichever one of these riders was first across the finish line.

Jones was able to hold off Heibarger throughout the first three-quarters of the race. He knew the Suzuki rider was there, looking for an opening and he used his years of racing knowledge to put his bike in just the right place to keep Heibarger from passing. In second place, Heibarger knew he would get only one chance to pass, if he was lucky. He went wide on the turns when Jones took the inside line and cut in close when Jones went to the outside. The Ammex had enough power on the straights to keep the Suzuki at bay and Jones was blocking the fast lines through the turns.

Heibarger kept the pressure on and it finally paid off. With only two laps to go Jones tangled with a slower rider he was lapping and Heibarger slipped by into the lead. By the time Jones got back in shape Heibarger was on his way to the win.

Most racers will tell you that it takes quite a bit of experience to be able to pass when you want to, especially on a tight, twisty course like this one. They will also tell you that a person should be happy just to finish his first race, much less expect to win a trophy.

Well, it seems like Tony Teman decided to be an exception to the rule. He not only took the overall win in the 250cc Novice III class, he came from a last place start to lead the second moto by the third lap. What's more, it was the first time he had ever raced!

Teman took the early lead in the first moto but was passed mid-race by Joe Genovese (Hon) who led to the finish. In the second moto Teman got boxed in on the first turn and fell,

dropping to last place. He picked up his machine and charged after the other riders, working his way through the pack until there was only open track in front of him. It was evident that the 17-year-old rider was not new to the sport of motorcycle dirt riding, even though this was his first race. "Looks like I'm going to be out here a lot more," said his dad as Tony crossed the finish line.

James Cunningham (Yam) rode two classes but made his best showing in the 125cc Amateur event. He had a race-long duel with Suzuki rider Butch Amstezt in the first moto as the two swapped back and forth in a battle for third with Amstezt coming out on top.

In the second moto Cunningham got a poor start and had to pick his way through traffic. He moved up to fifth on lap three and slipped on the next circuit. Cunningham was soon arguing with Glenn Reinberg (Suz) about who was going to lead and before long had won both the argument and the moto. Ken Guilbert had easily won the first moto but because of his sixth place finish in the second, Cunningham got the overall.

It began to rain towards the middle of the second round of motos but it only made the spectating better. The track got slippery in spots and there were some surprised riders as traction washed away on the off-camber turns.

Overall it was a neat day. The turnout was small enough (about 300 riders) to allow for full motos, the traction on the grassy track was super — at least until it rained — and the track layout put some real fun into the racing.

Results

125 EX: 1. Larry Wosick (Suz); 2. Mike Schalow (Suz); 3. Tim Hebard (Hon).
250 EX: 1. Larry Wosick (Hon); 2. Jeff Watts (Hus); 3. Gary Jones (Amx).
OPEN EX: 1. Jerome Heibarger (Suz); 2. Gary Jones (Amx); 3. Neal Snarr (Suz).
125 AM: 1. James Cunningham (Yam); 2. Mike Wittwer (Suz); 3. Ken Guilbert (Hon).
250 AM: 1. Dan Anderson (Hon); 2. Mike Lenz (Mai); 3. Kelly Hardman (Hus).
OPEN AM: 1. Buddy Lathan (Yam); 2. Mike Lane (Yam); 3. Duane Hughes (Yam).
100 NOV: 1. Bob Wosick (Suz); 2. Cory Perreault (Suz); 3. Roger Intorf (Yam).
OLD TIMERS: 1. James Arnada (Suz); 2. Fred Parsen (Suz).
VET: 1. Jim Ricci (Hon); 2. Claro Cabading (Suz); 3. Rich Lokke (Hon).
125 NOV I: 1. Mark Duval (Suz); 2. Brett Lafayette (Suz); 3. Kelvin Hildebrand (Suz).
125 NOV II: 1. Van Buxton (Suz); 2. Bart Carrigan (Hon); 3. Pat Schultz (Suz).
250 NOV I: 1. Julius Watson (Yam); 2. Bob Wosick (Hon); 3. Ken Nystrom (Hus).
250 NOV II: 1. Greg Hebard (Hon); 2. Al Burke (Hon); 3. Mike Lambert (Hon).
250 NOV III: 1. Tony Teman (Yam); 2. Joe Genovese (Hon); 3. Bob Cooper (Hon).
OPEN NOV: 1. Kenny Henze (Suz); 2. John Allum (Yam); 3. Eric Von Urff (Yam).

Wiggins doubles up at Sears Point

By W. H. Spencer

SONOMA, CA, MAR. 11

It was a day of surprises all across the country — as a pig farmer from Georgia was becoming only the second privateer ever to win the Daytona 200 mile road race, a young rising star from Santa Rosa was making another impact on the motocross racing world 2000 miles west of Daytona Beach, FL. Dean Wiggins wrapped up both the 250cc and Open Expert main events, despite a lot of big time National numbers and hot shoes on hand to contest the sixth round of Winter Series motocross on Sears Point Raceways's new international track.

Riding the Petaluma Cycle Center, Redline Oil, ND Sparked Maico, Wiggins devastated the finest competition in District 36. He and young Eric McKenna appear to be the two liveliest of the new up and coming set to take on the Pro ranks. Wiggins combined consistent 2-3 motos in the 250cc Expert to edge out Moto-X Fox chieftain Larry Wosick who had troubles with his hands and finished second with a 1-4 moto count. Wiggins dealt out 2-1 Open Expert motos to edge out McKenna's Euro-Cycle Maico, in a 1-3.

Dana Waxham did just that to the 125cc Expert class and waxed his way to a 1-1 score over Larry Wosick's 2-2 on the Moto-X Fox Suzuki. Scott Rebuck holeshot the first moto but Waxham put the pass on the third lap and took Wosick along with him. Larry wasn't up to snuff after his 250cc Expert first moto and some contact with the turn posts. Waxham had little trouble in the second moto and won easily.

Donnie Cantaloupie led the troops up and over the hill at midday as Sears Point celebrated the running of its first dual meet. Behind the Moto-X Fox rider was Wiggins, on his Petaluma Cycle Center Maico, along with Keith Myers, Jim Inglebright and Wosick. On lap three Wiggins was in charge but Wosick turned up the wick on his Moto-X Honda and took off for parts unknown. Wiggins was never able to regain the lead even when Wosick hit a couple of fence posts when he started cutting the close laps. His hands were getting numb toward the end of the motos, he reported, but it was none the less, quite a win. Dan Waller made up a fair amount of space to take a distant third with Ron Sun riding a Husky, like his brother, in for fourth over Dan Woodall and Chros Grewer. On the second start Wiggins turned the wick up leading the first four laps until Eric McKenna came up and around on the Euro-Cycle, Jan Houterman tuned Maico. Wiggins didn't have to give much chase to McKenna, but Randy Losh got by on the last lap. Wiggins claimed the overall win, Wosick came in with a fourth for second overall and Waller was third.

Wosick was not up to snuff with his numb hands problem and Cantaloupi went off to the hospital to have his back looked at. On the last laps of the first moto, he got off the high side, doing about 70 mph, and he wasn't taking any chances with Hangtown so close.

Dean Wiggins wrapped up a fine day of motocross racing with a 2-1 count for the overall Open Expert on his Jim Saitone prepped Maico. In the first round he was running fifth for a few laps until he got around Jim Inglebright and Jimmy Lesniewski. Jerome Heiberger took the lead briefly from Eric McKenna on the fourth lap but both McKenna and Wiggins dispatched him quickly.

McKenna got the holeshot in round two along with Ted Cabral on the Cycle West Suzuki, showing his new found talent from Suzuki School. Dean caught up from sixth again and took the lead at the halfway point and never relinquished it.

Results

OT EX: Bill Verbiscio (Yam).
OT JR: Gene Hrobsky (Hus).
OT NOV: 1. Jim Armada (C-Z); 2. Chris Wolf (Kaw).
VET EX: 1. Al Baumann (Mai); 2. Jim McClinton (Mai).
VET JR: Jim Ricci (Hon).
VET NOV: 1. George Borecky (Hon); 2. Jack Leiser (Mai); 3. T. L. Parsley (Bul).
80 NOV: 1. Curtis Booth (Suz); 2. Scott Jordan (Yam).
80 JR: Shane Gurnsey (Yam).
80 EX: Allen Silhanek (Suz).
100 NOV: 1. Dieter Klausing (Suz); 2. Mitch Hachenberg (Suz).
100 JR/EX: Howie Ross (Suz).
100 SPORTSMAN: 1. Brad Johnson (Yam); 2. Tony Serpa (Suz).

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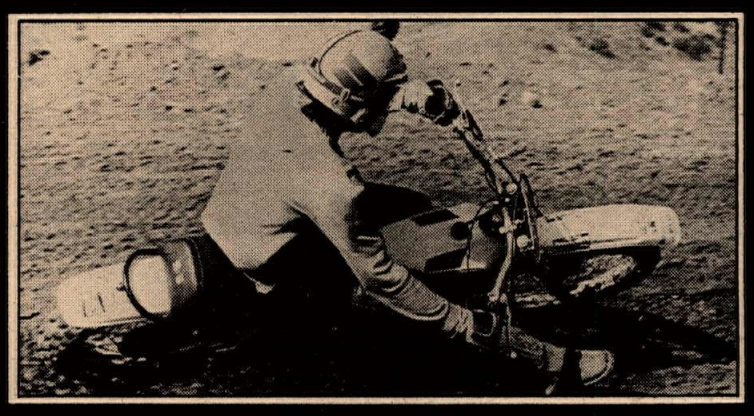

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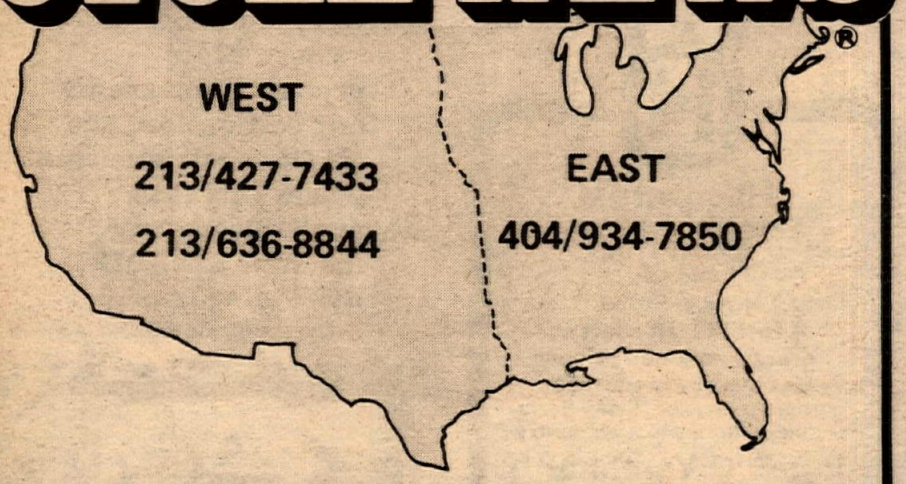

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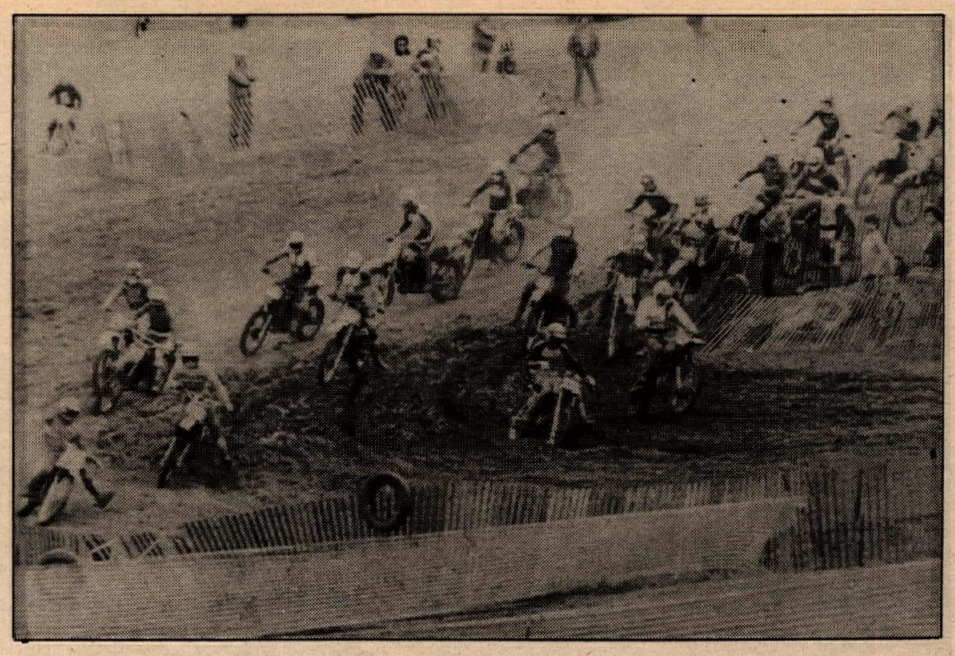


Sears Point: 250 Juniors have a wide variety of lines to choose from.

POWDER PUFF: 1. Donna McGlothlin (Suz); 2. Melissa Ross (Suz).
125 NOV DIV I: 1. Jeff Krekelberg (Yam); 2. Paul Armada (Suz); 3. Bill Kyer (Suz).
125 NOV DIV II: 1. Mark Duval (Suz); 2. Danny Castro (Yam); 3. Jim Ricci (Suz).
125 JR: 1. Jim Cunningham (Yam); 2. Ken Pederson (Kaw); 3. Joey Peterson (Suz).
125 EX: 1. Dana Waxham (Suz); 2. Larry Wosick (Suz); 3. Pete Langley (Suz).
250 NOV DIV II: 1. Irv Achziger (Hon); 2. Dave Stirling (Suz); 3. Corey Parsons (Yam).
250 NOV DIV II: 1. Wayne Snow (Suz); 2. Larry Dasheil (Bul); 3. Steve Ortiz (Kaw).
250 NOV DIV III: 1. Cliff Coates (Suz); 2. Julius Watson (Yam); 2. Paul Hanson (Suz).
250 JR DIV I: 1. Craig Stair (Mai); 2. Mitch Lenz (Mai); 3. Craig Wessel (Hom).
250 JR DIV II: 1. Wayne Rogina (Hon); 2. Joe McCrummen (Hon); 3. Jim Cunningham (Hon).
250 EX: 1. Dean Wiggins (Mai); 2. Larry Wosick (Hon); 3. Dan Waller (Mai).
OPEN NOV: 1. Jeff Lind (Suz); 2. Bob Holmes (Yam); 3. Ed Miltmore (Suz).
OPEN JR: 1. Craig Stair (Mai); 2. Joe Elkins (Mai); 3. Ross Liberty (Yam).
OPEN EX: 1. Dean Wiggins (Mai); 2. Eric McKenna (Mai); 3. Jim Lesniewski (Mai).

O'Driscoll catches WFO fever at Hot Springs

By Maxie Abernethy

OGDEN, UTAH, MAR. 11

Spring fever works just the opposite on motocrossers — instead of getting lazy, they get hyperactive! The turnout at Hot Springs Raceway was certain evidence of that! Racers crawled out of hibernation like army ants attacking a picnic lunch and chewed up the turf when the call to battle sounded. The winter chill lingered, but heat-rays from the sun sacked the shivers.

A mad dash for the holeshot erupted when the 125cc Experts rushed to the first corner. Randy Yates (Suz) skipped ahead while the pack scurried to gain a better view. Mike O'Driscoll (Suz) wove his way through the thrashing mass, swiped the lead, and dialed into a jet-streamer that flowed all the way to checkerville. Yates and Dan Lechtenberg (Yam) switched places continuously, while Stan Wynhof super-charged over a jump, came back to earth with a locked up chain, and planted himself in the middle of the pack. A bad start put Eldon Copier (Yam) in the midst of the pack, but he slithered through the moto-mixture and joined the guys on the front line. A heated battle took place until the checkers announced the end with a O'Driscoll, Lechtenberg, Copier finish.

O'Driscoll flew away with the biggie when the second heat got going, but Copier and Lechtenberg lassoed a spot right behind. O'Driscoll left the door wide open in a corner and Copier grabbed the invitation and slipped past. That maneuver threw O'Driscoll into a frenzy. He punched on the gas, zoomed up behind Copier, got out of shape in a corner, and ate a berm. Copier rode away to snag the first place goodies, Lechtenberg gassed it to the max for second and Yates got a third.

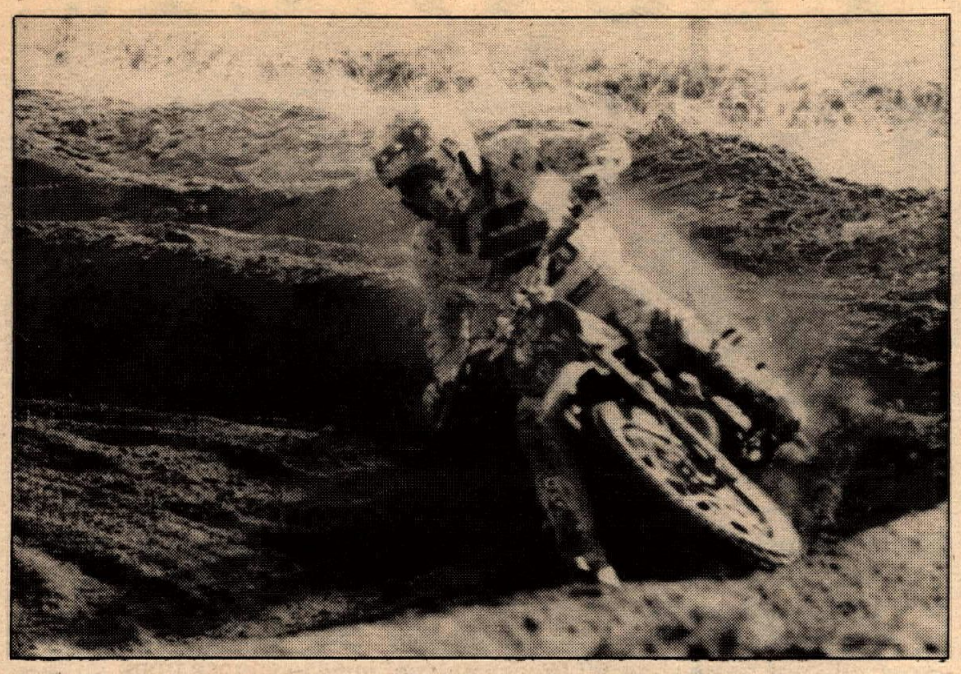
The Open Experts got the call and Jay Miglore lead the pack through the paces until a radical move caused him to fall off. Dan McQuire (Yam) became the leader, with Kim Leydsman (Mai) gnawing on his knobby, until Ryan Christensen (Yam) sped in and diced both of them out of their spots.

Miglore mapped-out the holer in the second heat, but Christensen stuffed his mount into a lead-liner and took it all the way to the checkered. McGuire and Leysdman attacked Miglore and when the dust settled McGuire had clutched second place and Leydsman rode in third. Christensen took home a first place bauble, McGuire scooped up second and Leydsman latched onto third.

Mike O'Driscoll (Suz) must have attended the Motocross Smoke 'em School to learn his tricks, cause that's what he did when the 250cc Experts left the line. Randy Sargent gave him some trouble in the first moto by challenging for the lead, but he had to drop out when bike problems popped up. Dale Bohm (Hon) furiously skirmished for second. Copier came out victorious and set his sights on the disappearing O'Driscoll, while Bohm high-geared it to gain his lost spot. O'Driscoll got out of shape and fell off, Copier took over, but a fast remount and a banzai ride put O'Driscoll back on top of the heap just before the finish appeared. Overall points gave O'Driscoll top dinero, Bohm blasted second and Lechtenberg leaped into third.

The Mini Experts eagerly awaited the "get cookin" signal and when it came, Snell Johnson (Suz), Scott Johnson (Suz) and Steve Liedberg (Suz) rushed to the holeshot position. Snell shot into the lead while Scott and Steve munched on his knobby and planned their passing strategy. Scott's first try put him down in the dumps and Steve zoomed into the leader spot. Scott recovered his composure, laid one of Brent Smith (Yam), then attempted to regain second place. The checks snuffed the effort.

Snell grabbed the holer in the second moto, but Steve fired up his mount and shot into the spot. Snell



Mini Expert Steve Liedberg stuffs it into a corner at Hot Springs.

came back for a dice-match and Steve bit the dust. Ya can't hold a good guy down though...Steve flashed right back and roared up into third before the checkers waved. Snell doubled his pleasure with a trophy for first, Scott stayed on his tail for second and Steve went for a third place win.

Results

MINI EXPERT: 1. Snell Johnson (Suz); 2. Scott Johnson (Suz); 3. Steve Liedberg (Suz).
MINI NOVICE: 1. Robert Bills (Yam); 2. Curtis Eddy; 3. John VanKomen (Suz).
125 EXPERT: 1. Eldon Copier (Yam); 2. Dan Lechtenberg (Yam); 3. Randy Yates (Suz).
125 AMATEUR: 1. Mike Morrison (Suz); 2. Chuck Lodder; 3. Richard Herron.
125 NOVICE: 1. Brent Gray (Yam); 2. Bob Olsen (Suz); 3. Doug Gardner (Kaw).
250 EXPERT: 1. Mike O'Driscoll (Suz); 2. Dale Bohm (Hon); 3. Dan Lechtenberg (Yam).

Marshall law at Lassen Hare Scrams

By TT Productions

DOYLE, CA, FEB. 25

The trip to Doyle was a long one and the trip over Donner Pass was made under threat of foul weather, but the faithful enthusiasts that made it were were treated to one of the best desert events held in northern California; the Lassen M.C. hare scrambles.

Riders lined up on pit road and shot off through the sagebrush at the drop of the banner. At the smokebomb the course headed north on a road that was dotted with mud holes. Some of the puddle jumpers literally outsplashed their fellow racers and headed off into the dust toward the first check.

At the check things got very fast with a couple of sweeping turns, a cattle guard and a rise-drop-away-gradual turn to lend to the exhilaration of top gear speed.

The sandy whoops that followed were trying for both body and bike and a group of spectators had gathered at a great road crossing jump that headed toward the mountains via a great hill climb. The rolling, twisty trails that followed were pure pleasure. By the time the second check appeared, riders were revitalized and ready for more, so, the club threw a few more whoops and rocky, tricky trails in to keep one's arms and legs limber.

After the third check (manned by some fellows in a real, live tank!) the trail started winding in a steady climb through the sage and damp sand to the top of "The Downhill!"

"The Downhill" was exactly that. About a quarter mile shot — straight off the top. A few moments of sheer terror were followed by a clean run, or perhaps a tumble, into the sand and sage. Some of the more adept riders yelled advice to others like, "get out of the way," or "get off the brakes!"

A crowd of spectators (they looked like ants from the top) let you know that the 25-mile loop was almost over and the pits were a momentary welcome sight before heading out for three more loops.

Charlie Marshall (Hus) didn't miss a beat and took the checkers ahead of rival Gary Vanderpool (Yam), who was having his best ride in a while. Nevada fast man Conrad Stitser (Hus) was third ahead of Jeff Wyman (Yam), who has to be one of the quickest Novices around. Open Expert Steve Marsh (Hus) had a race long dice with Steve Cocoran (Yam), the top placing 250 Junior rider. Scott Sinclair was kept honest by a screamin' Kevin Brown. Jeff Henning, on the S.W.M., was the top Open Junior, "Bouncin'" Bill Onga filled out the top 10.

The track was so neat that some of the hardy, not yet played-out riders were ready and willing to go an extra lap.

In typical bureaucratic bullshit fashion, this may be the last year for this area. The Department of Fish and Game (joining the environmentalists and Sierra Clubbers maybe?) has determined that a key road (read that *road)* that goes through part of a game refuge (?) in an area that is surrounded by roads and bordered by Hwy. 395 may not be used next year.

Ya hoo to the Lassen Motorcycle Club and we'll keep *Cycle News* readers posted on what happens up there. ●

Results

OPEN EX: 1. Gary Vanderpool; 2. Conrad Stitser; 3. Steve Marsh.
250 EX: 1. Larry Murlock; 2. Larry Bays.
EX OLD TIMERS: 1. Bill Onga; 2. Bud Hamilton; 3. Jerry Jenkins.
OPEN JR: 1. Jeff Henning; 2. Dan Hensley; 3. Randy Johnson.
250 JR: 1. Steve Corcoran; 2. Bob Edwards; 3. James Cushing.
OPEN NOV: 1. Jeff Wyman; 2. Mark Peterson; 3. Randy Boardman.
250 NOV: 1. Donnie Bird; 2. Jim Mitchell; 3. Paul Boise.
125 NOV: 1. Kevin Brown; 2. Ed Curran; 3. Kriss Hilts.
NOV OLD TIMERS: 1. Charles Sutliff; 2. Leslie Williams; 3. Gator Cloutier.
OVERALL FINISH: 1. Charlie Marshall (Ex Op); 2. Gary Vanderpool (Ex Op); 3. Conrad Stitser (Ex Op); 4. Jeff Wyman (Nov Op); 5. Steve Marsh (Ex Op); 6. Steve Corcoran (Jr 250); 7. Scott Sinclair (Ex Op); 8. Kevin Brown (Nov 125); 9. Jeff Henning (Jr Op); 10. Bill Onga (Ex OT).

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GNC

(Continued from page 15)

with the Intermediate title in the same class. But with two laps to go Gary Graham, who was second, tried to pass on the high speed front straight while halfway on his Suzuki and crashed into Christoph taking both riders out.

Despite holding the lead, Grayson was still in a dogfight. The next five finishers behind Grayson were running right on his tail as they crossed the line. Keith Tarver from Mississippi worked from a sixth place start to second in the final ahead of Rudy Wall, Marty Wright and Jeff Frazier.

Randy Hatten from West Monroe, LA had to qualify at the National Semi-final at Rio Bravo Mar. 17 after being sick during the Fall Regionals. But he didn't appear the least bit worried about his last minute invitation as the former Minibike National Champ rode Riverside Cycle machines to big wins in the 100cc class and the Minicycle Stock.

In the 100cc class, Hatten looked like a short tracker as he held it open through the lefthand sweeper first turn and dived underneath Wayne Thompson from Mississippi. Wendell Simmons from Louisiana kept Thompson busy on the next lap; shot past into second and set his sights on the leader Randy Hatten. While those three riders entertained each other; Craig Raymond, David Week, Tim Butler and Todd Frederick comprised the battle for fourth. On the final lap the drama faded as Hatten's lead could not be challenged and came across the finish with a convincing win.

Randy Hatten made one of his final rides on a minibike a memorable one winning the Stock class and an invitation to join the Yamaha factory support program. The Minicycle Stock class was a new addition to the GNC program and featured the finest mini riders on near stock machines. Todd Bray from Arkansas pushed the E.C. Birt RM Suzuki to the holeshot ahead of Roger McBride from Missouri on a Yamaha, Mark Dawson from Texas on a Suzuki, Darren Myers from Nebraska on Suzuki ahead of Hatten.

On the first lap, Bray lost control and crashed allowing McBride into the lead and Hatten came out of nowhere to hold second. McBride from Missouri was one of the most impressive riders of the day and went to work on lap three attempting to establish a lead. But Hatten, on a Kawasaki, was himself getting serious and began to close it up. Behind him a five-rider battle for third was waging led by a stylish Californian named Ken Dunlap. Again it was Hatten's ability in the wide open sweeper that made the difference as he passed McBride on the last lap. McBride held on for second, Dunlap third, Robbie Brown from California on a Kawasaki fourth and Troy Blake from Arizona on a similar machine was fifth.

The Minicycle Senior event was a class event but the classiest of all was "Flyin' Bryan" Taylor from Bandera, TX on a Yamaha International support YZ80 who won the event going away after slugging it out with the pack during the early laps. Tibbs McCullough from Arizona on a Suzuki had the lead into the first turn ahead of Taylor, Greg Fouts and Todd Bray. All four were minibike champions in past races and forced each other to set a near banzai pace to be able to stay with the leaders.

McCullough and Taylor started swapping the lead almost instantly as Bray moved to third and the Missouri rider Roger McBride pushed into fourth. On the third lap Taylor took

(Continued to page 50)

The Great Cycle News MIQ test

By Dale Brown

There has never been a true standard to measure and separate the true motorcycle afficianado who would wander out into the Florida swamps to observe the Alligator enduro from the louts who want to watch a two-wheeled destruction derby from an observation point hopefully not more than 50 feet from the beer concession. So, answer the following questions very carefully to check your Motorcycle Intelligence Quotient. Take your time and think very carefully about the answers. The correct answers may be found in Webster's Seventh New Collegiate Dictionary. Then again, they may not. Good luck.

1. Long-travel suspension has:
   A. Revolutionized the sport of motocross.
   B. Prevented the extinction of MXer's buns.
   C. Created a market for platform motocross boots.
2. The easiest way to pass Bob Hannah is:
   A. On the inside of a tight corner.
   B. Down a fast straight.
   C. While Hannah is walking the track before practice.
3. Steel skid shoes are used because:
   A. They allow the foot to slide smoothly on the track to maintain balance while sliding.
   B. Everybody likes Ken Maely and wants to make him rich.
   C. They prevent broken toes caused by kicking the machine after it throws a rod through the cases.
4. Men race motorcycles because:
   A. They love the speed, excitement and challenge.
   B. It's fun, healthful existence.
   C. Dynamite pit tootsies often show up at the races.
5. Desert bikes are:
   A. Highly-modified machines built to handle an incredible amount of punishment.
   B. Capable of going long distance at high speeds.
   C. Twice as likely to break down at the point on the course furthest from the pits.
6. Speedway riders are:
   A. Talented racers who put on an incredible show in an often small amount of space.
   B. Wizards at getting a bike through a corner without brakes.
   C. Sideways.
7. At eastern enduros and hare scrambles, riders:
   A. Are faced with vast challenges and adventures.
   B. Try to maintain a 24 mph average over six mph terrain.
   C. Are destined for an intimate encounter with a tree.
8. Choppers are:
   A. A blot to the image of motorcycling.
   B. Designed to cruise easily down the highway.
   C. The mainstay of America's chrome industry.
9. The mechanics and tuners who care for the top professional racing machinery are:
   A. Able to turn last Sunday's pile of junk into next Sunday's winner.
   B. Largely ignored in comparison to the riders.
   C. Experts on the fast food industry that plies its trade along the nation's highways.
10. Riders who compete in Baja off-road races:
   A. Constantly face danger in a hostile environment.
   B. Constantly ride to the wood in top gear.
   C. Constantly are in danger of Montezuma's Revenge.
11. Minicycle racing is:
   A. A good opportunity for youngsters to experience the sport at an early age.
   B. Gaining popularity by leaps and bounds.
   C. A leading cause of second mortgages.
12. The most feared combination in motorcycling is:
   A. Bob Hannah on a Yamaha works motocrosser.
   B. Jay Springsteen on a factory XR750.
   C. St. Joan of Claybrook on a soapbox.
13. An expensive custom 4-into-1 exhaust system:
   A. Increases power over stock.
   B. Makes your bike look neat.
   C. Doubles the chance that you'll crash it on the pipe side.
14. Touring on a motorcycle has become more popular because of:
   A. More big, smooth motorcycles.
   B. The rising cost of gas.
   C. Water seats.
15. Riders who ride the new breed of Superbikes to the limit:
   A. Love speed and excitement.
   B. Are utterly fearless.
   C. Are on a first-name basis with hundreds of traffic cops. ●

Measure your smarts!

CALENDAR

CHAMPIONSHIP EVENTS

AMA Winston Pro Series

4/14	M/Sacramento, CA
5/6	Mile/San Jose, CA
5/12	HM/Gardena, CA
5/19	HM/Topeka, KS
5/26	HM/Laurel, MD
6/2	HM/Louisville, KY
6/10	HM/Middletown, NY
6/17	RR/Loudon, NH
6/22	TT/Santa Fe, IL
6/24	HM/Columbus, OH
7/7	TT/Castle Rock, WA
7/15	RR/Sears Point, CA
7/21	TT/Gardena, CA
7/29	Mile/DuQuoin, IL
8/3	ST/Santa Fe, IL
8/5	TT/Peoria, IL
8/12	RR/Pocono, PA
8/19	HM/Des Moines, IA
8/25	Mile/Indianapolis, IN
8/26	Mile/Indianapolis, IN
9/2	RR/Loudon, NH
9/9	Mile/Syracuse, NY
9/16	Mile/Meadows, PA
9/23	Mile/San Jose, CA
9/29	HM/Gardena, CA

AMA/Toyota Supercross Series

4/28-29	Pontiac, MI
6/2	New Orleans, LA
7/6-7	Pittsburg, PA
7/14	Los Angeles, CA
11/10	Anaheim, CA

AMA National Motocross 125/250/500cc

3/25	125/250cc MX Sacramento, CA
4/1	125/250cc MX Orange, CA
4/8	125/250cc MX Phoenix, AZ
4/22	125/250cc MX Omaha, NB
5/13	250/500cc MX Mt. Morris, PA
5/20	250/500cc MX Southwick, MA
5/27	250/500cc MX Atlanta, GA
6/17	250/500cc MX Sears Point, CA
6/24	250/500cc MX St. Peters, MO
7/1	250/500cc MX Buchanan, MI
8/5	125/500cc MX Escoheag, RI
8/12	125/500cc MX Binghamton, NY
8/19	125/500cc MX Charlotte, NC
8/26	125/500cc MX St. Petersburg, FL

AMA National Enduros

Eastern Region

3/25	100 mi. Nat'l No. Virginia Trail Riders Virginia
4/1	Curly Fern Nat'l S. Jersey Enduro Riders New Jersey
4/29	Little Raccoon Classic Appalachian Dirt Riders Ohio
5/27	Little Burr Nat'l Enduro Riders Assoc. Ohio
8/12	100 mi. Nat'l Ithaca Dirt Riders New York
9/30	100 mi. Nat'l Columbia Enduro Riders South Carolina
11/14	Twin States Nat'l W. Kentucky Trail Riders Kentucky

Central Region

4/8	125 mi. Nat'l Post Enduro Assoc. Texas
5/8	Burr Oak Nat'l Mid-West Nat. Enduro Riders Illinois
6/3	Lame Duck Nat'l Mid-State Trail Riders Michigan
6/24	100 mi. Nat'l Straight Arrow Enduro Riders Minnesota
8/18-19	400 mi. Jack Pine Nat'l Lansing M.C. Michigan
10/7	Black Coal Nat'l IN, IL, KY, Enduro Riders Indiana

Western Region

5/13	100 mi. Nat'l Redwood Scramblers M.C. California
6/3	Tuff'e Nuff Nat'l California
10/7	100 mi. Nat'l Double Crossers M.C. California
10/14	100 mi. Nat'l Prairie Dawgs M.C. New Mexico
10/21	125 mi. Nat'l Mt. Baker M.C. Washington
10/28	100 mi. Nat'l Far West M.C. California
11/14	100 mi. Nat'l Redding Dirt Riders California

AMA 2-Day ISDT Qualifiers

4/21-22	California City, CA
5/12-13	Maplesville, AL
5/19-20	Rose City, MI
6/9-10	McMinnville, OR
6/16-17	Bellingham, WA

FIM/AMA International Events

6/10	500cc USGP Carlsbad, CA
7/22	125cc USGP Lexington, OH
7/29	250cc USGP New Berlin, NY
8/5	F-750 Road Race Monterey, CA
9/16	Olympiad, Orange, CA

Trans-AMA

9/23	Lexington, OH
9/30	Buchanan, MI
10/7	New Berlin, NY
10/14	TBA
10/21	Sonoma, CA
10/28	TBA

125cc World Championship Motocross

4/8	Austria
4/15	West Germany
5/13	Holland
5/20	Italy
6/10	Finland
6/17	Czechoslovakia
6/24	Yugoslavia
7/1	Switzerland
7/8	France
7/15	Ireland
7/22	USA
8/12	Spain

250cc World Championship Motocross

4/7-8	Spain
4/22	Holland
4/29	Italy
5/6	Belgium
5/20	Yugoslavia
5/27	Czechoslovakia
6/10	Poland
6/17	France
7/1	W. Germany
7/29	USA
8/5	Finland
8/12	Bulgaria

500cc World Championship Motocross

4/22	Austria
4/29	France
5/13	Sweden
5/27	Italy
6/10	USA
6/17	Canada
6/24	W. Germany
7/1	Britain
7/8	Switzerland
7/29	Holland
8/5	Belgium
8/12	Luxembourg

World Championship Observed Trials

6/10	Canada
6/17	USA
7/15	Italy
8/19	Sweden
8/26	Finland
9/16	Czechoslovakia

International Six Days Trial

9/10-15	W. Germany

Trophee Des Nations

9/9	Stockholm, Sweden

Motocross Des Nations

9/2	Finland

Tourist Trophy World Championship Road Racing

6/2-8	Isle of Man TT
8/18	50th Ulster GP/Ireland

Road Racing World Championship Grand Prix

4/29	Austria
5/6	W. Germany
5/13	Italy
5/20	Spain
6/17	Yugoslovia
6/23	Holland
7/1	Belgium
7/22	Sweden
7/29	Finland
8/12	England
8/18	Czechoslovakia
9/2	France

World Championship F750 Road Racing

4/1	Italy
4/22	England
5/27	France
7/15	Switzerland
7/22	Austria
7/29	Canada
8/5	USA
9/9	Holland
9/16	Belgium
9/23	W. Germany
9/30	Yugoslavia

European Endurance Championship

4/22	Holland
4/29	France
5/20	Belgium
6/17	W. Germany
6/24	Italy
7/8	Spain
9/30	England

AMA/NATC Nat'l Trials

5/19	New York
5/20	Pennsylvania
5/26	Indiana
6/17	Colorado (also FIM World round)
6/23	Texas (San Antonio)
6/24	Texas (Dallas)
8/26	Arizona
9/1	Oregon
9/3	California

S.C.O.R.E. Off Road Racing

3/23-24-25	Mexicali 250 Mexicali, Baja, CA
6/8-9-10	Baja Internacional Baja, CA
8/24-25-26	Off-Road World Championships Riverside, CA
11/9-10-11	Baja 1000 Baja, CA

International Drag Bike Association 1979 National event schedule

4/20-22	Spring Nationals Gulfport Int'l Dragway Gulfport, MS
5/18-20	Valvoline Sunshine Nationals Lakeland Dragway Memphis, TN
6/8-10	Kawasaki Super Nat'ls Ohio Valley Rcwy. Louisville, KY
8/17-19	Summer Nationals Capitol Rcwy. Washington, D.C.
10/12-14	'79 World Finals Gulfport Int'l Dragway Gulfport, MS

1979 WERA/Lester Wheels Coup d'Endurance

4/14	Summit Point (W.VA.)
5/12	Bridgehampton (L.I.)
5/26-27**	Rockingham (N.C.)
6/9	Texas World Speedway

Wherever you go Whatever you do

Do it with CYCLE NEWS accessories

Jacket Only $25.95
Sizes S, M, L, XL
Red satin quilt-lined jacket with CYCLE NEWS patch
Knit collar, cuffs and waist in red, white & blue

Vest $21.95
Sizes: S, M, L
Not bulletproof but lightweight & warm. Bright red with red & white embroidered Cycle News patch.

Hat $5.95
Covers bald spots, grey hair (leaves only a hint) only your hairdresser knows for sure your head isn't red & white with embroidered Cycle News.

Jogger — 1 leg $4.95
Joggers — 2 legs
(only available in 2 legs) Sizes: XS, S, M, L, XL
Red cotton with white piping covers as much of your bod as you can stuff into it. Great for BLM meetings—they can't say you are covering too much and can't get ya for not covering enough.

Patch $1.00
Works great to cover logos of brand you used to ride for or defunct Moto-monthly.

MX Cat T-shirt $4.95 Sizes: S, M, L
Better than a mousetrap — no record of any mouse ever eating at Cat T-shirt (of course no records have ever been kept)

"We Don't Care How the Hell They Do It in California" by Cycle News East T-shirt $4.95
Obviously created by some jealous easterner — great for blowing your nose, wiping off grease from chains, etc. Sizes: S, M, L

The Best of MX Cat 75¢
Remember the comic books of old? Well, the Cat outlasted them. The Cat's most inner secrets are revealed in over 50 true to life Cat episodes — Watch for MX Cat at your local theater or drive-in, but don't hold your breath, you can watch anyway.

Rainbow Stickie $1.00
I put one of these on the back of my van and it immediately turned to gold — I was hit by a gold Caddy who's driver was blinded by my stickie.

Bumper Banners 50¢
Created in answer to WDCHTHTDIIC, quite simple "The Best Go West" and "You Do See It First in California". Great for covering eastern edition's mouth.

For the BIKER

T-shirt $5.25 Sizes: S, M, L
designed in the hole on Devil's Island by one of us.

Halter Tops $4.95
They should sell for $14,950,000,000. — We can see no reason for this item but "The Man" says cover up and we can think of nothing better than Biker to cover with.

Biker Caps $3.95
Pulls down to cover earrings & long hair when traveling alone in Redneck country.

Rainbow Stickie $1.00
Buy one for each side of your tank, we can use the exposure.

Great American M/C Poster $1.00
So outrageous you will never see it all

FREE 1 each large & small Cycle News stickie with order

master charge — BankAmericard VISA — Member BANKAMERICARD Charge Account Plan

Credit card limit minimum $5.00.

Please fill in your complete account number and expiration date

Card expires _____

Signature _____

Cycle News Products
P.O. Box 498
Long Beach, CA 90801

Name _____
Address _____
City State Zip
PLEASE PRINT

Item	Size	Quantity	Cost per item	Total

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

Calif. residents add 6% sales tax.

Grand Total

Coors
AMERICA'S FINE LIGHT BEER
&
YAMAHA
PRESENTS THE

NATIONAL 125/250cc CHAMPIONSHIP

AMA
AMERICAN MOTORCYCLIST ASSOCIATION

180 minutes of the best motocross racing.

SADDLEBACK PARK

BE THERE!

SUNDAY 4-1-79

RIDE WITH THE FAST ONES

For coming MOTOCROSS, DESERT, SCRAMBLES & Enduro events CALL

RACERS Hot Line
213-598-0615

DISTRICT 37 COMPETITION RIDER AMA

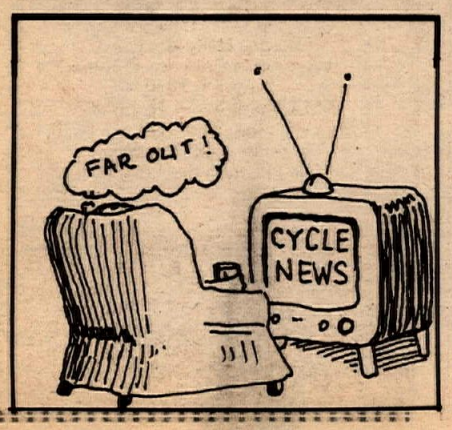
Mar. 31, Apr. 1-OCMC Grand Prix
Apr. 8-Rovers Hare & Hound
Apr. 8-Lightweights Scrambles
Apr. 14-Viewfinders Hare Scrambles
Apr. 14-End Does Enduro
Apr. 15-Easter

SUPERMAY THE MONTH

COMING SOON

CRC Motocross Race Schedule

Apr. 8—Saddleback—DG $5,000
$2,100 Purse, $3,000 DG Gift Certificates
Apr. 15—Racing World
Apr. 15—Indian Dunes ★
$3,000 Purse, Motorcycle & Contingencies
Revised Int'l. Track
Apr. 22—Saddleback ★
$2,000 Purse, Motorcycle & Contingencies
Apr. 29—Indian Dunes
Apr. 29—Racing World ★
$2,000 Purse, Motorcycle & Contingencies
May 6—Indian Dunes ★
Gran Finale, Dunestown Gran Prix
$3,000 Purse, Motorcycle & Contingencies
Double Point Desert & MX
Members — No membership required this event
★ Dr. Pepper/Yamaha 4 Race Series
Membership Required
213-830-7519



1st & 3rd Sundays
Carlsbad Raceway

Pros — two 40 min. motos
Sportsmen — two 30 min. motos

1st & 3rd Sundays
Sprockets Park

2nd & 4th Sunday
Indian Dunes

Entry $9 Sportsmen, $13 Pros

AMERICAN MOTOCROSS A.M.E. ENTERPRISES
Sanctioned

AME license required
AME, PO Box 1421,
Reseda, CA 91335
213-881-5778

TRANS AME 79

Due to reasons beyond AME's control the Trans-AME must be rescheduled to a later date in the year.

To all riders that go to Mtn. High — North of Fresno. AME no longer sanctions races held at Mountain High and will not be responsible for any loss of points or liable for any money paid for an AME license as of March 1, 1979.

Jerry Shore
President AME

AMERICAN MOTOCROSS A.M.E. ENTERPRISES

6/16	Indianapolis, (IN.)
6/30	Terre Haute (IN.)
7/7	Summit Point (W.VA.)
7/28	Savannah (GA.)
8/18	Texas World Speedway
8/25	Grattan (MI.)
9/2	Charlotte (N.C.)
9/29**	Rockingham (N.C.)
10/13	Texas World Speedway

AMA D-37 1979 Event Schedule

3/25	Desert Squirrels	HS
3/31	OCMC	GP
4/1	OCMC	GP
4/8	Rovers	HH
4/8	Lightweights	S
4/14	Viewfinders	HS
4/14	End Does	E
4/21-22	Shamrocks	Q
4/29	Prospectors	HH
4/29	Gripsters	S
5/13	Badgers	HH
5/13	Lightweights	S
5/19-20	Pasadena MC	E
5/20	Desert Foxes	HH
5/20	End Does	MX
5/27	Master Links	HH
6/2-3	Viewfinders	GP
6/10	Desert Daiseys	HS
6/10	UEA	E
6/16-17	Desert Vipers	DES
6/24	Buzzards	HS
7/8	Desert Donkeys	HS
7/15	SGVMC	ES
7/29	Shamrock	ES
8/4-5	Hilltoppers	GP
8/19	Four Aces	ES
8/25	Gripsters	S
8/26	Antelope Ramblers	ES
9/1-2	Dirt Diggers	GP
9/9	Stump Jumpers	HH
9/16	Dusters	HH
9/23	Shamrock	HH
9/30	100's MC	HH
10/6-7	Desert Vipers	GP
10/7	Double XX	E
10/14	Checkers	HH
10/21	Jack Rabbits	S
10/28	Desert MC	HH
11/3-4	Checkpoint	E
11/4	Dirt Diggers	MX
11/11	Huntington Beach MC	HH
11/11	Anaheim Hi Siders	MX
11/18	Desert Knights	HH
11/24	SGVMC	HH
12/1-2	Maywood MC	GP
12/1-2	CEA	E
12/9	Jack Rabbits	HH
12/9	Gripsters	S
12/16	Hilltoppers	ES

CMC 1979 Motocross Schedule California

3/25*	Carlsbad Raceway
APRIL	
4/1*	Saddleback Park
4/8	Carlsbad Raceway
4/15	Saddleback Park
4/22*	Carlsbad Raceway
4/29	Saddleback Park
MAY	
5/6*	Saddleback Park
5/13	Carlsbad Raceway
5/20	Saddleback Park
5/27*	Carlsbad Raceway
JUNE	
6/3*	Saddleback Park
6/10	Carlsbad Raceway
6/17	Saddleback Park
6/24*	Carlsbad Raceway
JULY	
7/1*	Saddleback Park
7/8	Carlsbad Raceway
7/15	Saddleback Park
7/22*	Carlsbad Raceway
7/29	Saddleback Park
AUGUST	
8/5*	Saddleback Park
8/12	Carlsbad Raceway
8/19	Saddleback Park
8/26*	Carlsbad Raceway
SEPTEMBER	
9/2*	Saddleback Park
9/9	Carlsbad Raceway
9/16	Saddleback Park
9/23*	Carlsbad Raceway
9/30	Saddleback Park
OCTOBER	
10/7*	Saddleback Park
10/14	Carlsbad Raceway
10/21	Saddleback Park
10/28*	Carlsbad Raceway
NOVEMBER	
11/4*	Saddleback Park
11/11	Carlsbad Raceway
11/18	Saddleback Park
11/25*	Carlsbad Raceway
DECEMBER	
12/2*	Saddleback Park
12/9	Carlsbad Raceway
12/16	Saddleback Park
12/23*	Carlsbad Raceway
12/30	Saddleback Park

* Points Races for Pros

D-36 1979 Enduro Schedule

4/8	Clear Creek
4/22	49we
4/29	Log Jam
5/5	Fool's Gold X
5/13	Rattlesnake National
5/27	Diamond Back
6/23	Tenderfoot Family Enduro
10/13	Cowbell
10/21	Jackhammer
10/28	Big Boot National
11/4	Buckhorn National
11/24	Training Wheels
11/25	Grizzly Bear

AFM 1979 Road Racing (all Calif. events)

3/25	Willow Springs
4/8	Sears Point
4/28-29	Ontario 6 hour
5/6	Sears Point
5/13	Riverside
6/3	Sears Point
6/17	Ontario
6/24	Sears Point
7/8	Sears Point
7/29	Riverside
8/19	Sears Point
9/23	Riverside
10/7	Sears Point
10/21	Willow Springs
11/11	Riverside
11/18	Sears Point

American Trials Association Trials for 1979

3/24-25	VOTE/2-Day St.Patricks
4/1	Bogwheeler/April Fool Trial
4/8	SCTA/Cycle-Rama
4/29	SDTR/Scottish Trial
5/20-21	SCTA/Big Bear 2-Day
6/10	VOTE/Greenhorn
8/25	SCTA/Watermelon Trial
9/9	ATA/Back to School Trial
9/30	SDTR/Fall Classic
10/14	VOTE/Expert Only
10/28	VOTE/Trick or Treat Trial
11/4	Bogwheeler/San Diego Cty. Trial
11/11	OCT/Turkey Shoot Trial
11/25	Plonkers/Last Chance Trial
12/9	ATA/El Trial de Espana

(MRAN) Motorcycle Racing Assoc. of Nevada 1979 events

3/25	Jackrabbits/Hare Scrams
4/22	Las Vegas "400"
4/29	S.C. Srambles/Euro Scrams
7/1	Chargers West/GP
7/15	MRAN/Mid-summer Picnic
9/9	Chargers West/Euro Scrams
9/23	Jackrabbits/Hare Scrams
10/7	Rimbenders/Hare Scrams
10/21	S.C. Scramblers/GP
11/4	Gamblers/H & H
11/18	Oasis/Hare Scrams
12/2	Groundshakers/ Hare Scrams
12/16	S.N. Desert Racers/ Hare Scrams

California CRC Desert Schedule 1979

4/7	Coors GP	Saddleback
4/22	Pucker Bunny HS	Lucerne
5/6	Dunestown GP	Indian Dunes
5/20	Bandito HS	Rand
6/2-3	Cal City GP	Cal City
8/26	Tom Cat ES	Red Mtn.
9/9	Wild Hare	Cal City
9/23	Jackass Team Race	Lucerne
10/7	Golden Bear H & H	Cal City
10/21	Desert Spook HS	Barstow
11/4	Rosarito GP	Baja
11/18	Wild Turkey HS	Rand
12/2	Reindeer HS	Lucerne

California CRC 1979 Enduro Schedule

4/8	Hobo	Lucerne
5/6	Tenderfoot	Cal City
6/3	Sidewinder	Barstow
9/16	Roadrunner	Cal City
10/14	Gullywhomper	Lucerne
11/11	Iron Horse	Red Mtn.
12/9	Santa Claus	Lucerne

Regularly Scheduled Events

Friday

CALIFORNIA

AMA NIGHT SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. Gates open 4:00 p.m., prac. 6:15, race 7. 415/634-3328, 634-1667.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchanan, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

CMC NIGHT MX
Orange County International Raceway, Irvine, CA. All classes. Cash purse all Pro classes. Trophies awarded Sportsman classes. $10 entry. No gate charge. Gates open 5:00 p.m., prac. 6, race 7:30 p.m. For info: 714/557-3323, 552-5511.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry $8, $13 Pro. Prac. 6 p.m., race 7. 206/631-1550.

Saturday

CALIFORNIA

SHORT TRACK & TT SCRAMBLES
Perris Raceway, Perris, CA. Hwy. 74 to Ellis Ave., turn west ¼ mi., right on Burton Rd. Beginner thru Pro classes. Entry memb. reg. $3. Money race $6/p.b. $5. Free camping. P.R.C., PO Box 1294, Perris, CA 92370. 714/657-4897.

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race [illegible] 40 min., other [illegible] Entry $9, Pros $13. Membership or mail entry req'd. 33.33% trophies. 714/495-4771.

NO RACE MAR. 31 & APR. 7

TT SCRAMBLES
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. For info: 714/674-2646, 676-4718.

WASHINGTON

P.A.R.A. MOTOCROSS
Woodland, Washington, 5 mi. E of I-5 on Hwy. 503. All classes. 100% Pro p.b. Entry $8.50 Am/$12.50 Pros. Home of Gresham Toyota Pro series. For info: Action OZ, Rt. 3, Box 379 E, Gresham, OR 97030. 503/665-6707.

Sunday

CALIFORNIA

TT/MX/SPEEDWAY PRACTICE
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. For info: 714/674-2646, 676-4718.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. East of Riverside on H-60 to Theodore Off ramp. All classes. 30% same day trophies to Sptsmn. Entry $12 Ex., $7 Sptsmn. Non-membs add $2. Pros ride 2 long motos, Sprtsmn 3 motso. Membership not required, park open Sat. & Sun. for prac. Gates open 7 a.m., Free camping, prac. 8:30, race 9:30 a.m. 714/635-5840. 653-7979, 714/653-4558.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Ams, Expert p.b. dependent on sign up. Entry $7 Am, $12 Ex. Prac. starts 7:30 a.m., race 11 a.m. Swimming pool, showers, game room. 713/458-0090.

WASHINGTON

CMC NORTHWEST MX
Seattle International Rcwy., Kent, WA. 5 mi. E of Auburn on H-18. All classes. $1000 purse every week. $2000 in Amateur prizes. Fall $10,000 series. Entry $8 Am, $13 Pro. 206/631-1550.

March 28

CMC NIGHT MOTOCROSS
Speedway 117, San Diego, CA. I-805 or I-5 South from Chula Vista, take Jct. 117, go E., 5½ mi. across from Brown Field Airport. All classes inc. Pros. 30% brass for Sptsmn., entry $10. Pros $15. Gates open 5 p.m, sign up till 6:30, race 7:30 p.m. CMC lic. req. 714/420-7414

March 30

AMA FLAT TRACK SEASON OPENER
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. 18 events. $1,500 purse. ½ mi. First race 8:00 p.m. Pit gate opens 5:00. Adults $4.50, Jrs. $2.50, kids 9-12 yrs. $1, under 9 free. Info: 213/321-5323; 323-5055.

March 31-April 1

GREAT BEAR GRAND PRIX
Riverside Int'l Raceway, Riverside, CA. Western US AMA Championship. Post entry $35. 4 races each 100 miles. Sat. 9 a.m. start 100/125/175/Women. Sat. 1:00 p.m. start 100cc to Open Sportsmen. Sun. 9:00 a.m. start for 250/500/Open/Ex. Jr. Sr. & Sidehacks. For info: OCMC. 714/595-2454; 714/771-0206; 714/847-4459; 714/633-2728.

OLD TIMERS HANGTOWN HANGOVER MX
Prairie City OHV Park, Sacramento, CA. First event of the Old Timer's Nationals on the west coast. Ride the same track used by the Pros at the DDN Hangtown National the weekend before the Hangover. Dick King, Sierra Old Timer MC, 5600 Millburn St., Carmichael, CA 95608. 916/967-7267 after 5:30 p.m.

April 1

125/250cc AMA NATIONAL MOTOCROSS
Saddleback Park, Orange, CA. Gates open 6:00 a.m., races start 10:00 a.m. $25,000 Pro purse & contingencies. General adm. $10, VIP adm. $15. For info: Tri-Cross, PO Box 46, Norwalk, CA 90650. 213/868-8112.

CMC MOTOCROSS
Sunrise Cycle Park, Adelanto, CA. Gate ope[illegible]0 am, prac. 8, race 9:30. [illegible] $8 mail/$10 post for Jr/I[illegible] [illegible]3 mail/$15 post for Pro[illegible] [illegible] lic. req. Mail entry to C[illegible], PO Box 1402, Costa Mesa, CA 92626.

COR MOTOCROSS
10 mi. E. of I-35 on U.S. 66, N. 3 mi., E ¾ mi. Edmond, OK. 405/341-2833.

MSMRA MOTOCROSS
1 mi. N of Ronan, MT. All classes. Ex. $12, others $7. 100% p.b. to Ex., trophies to others. Larry Hamilton, Box 412, Lolo, MT 59847. 406/273-6909.

PRC OPEN PRACTICE
Perris Raceway, Perris, CA. Hwy. 74 to Ellis Ave., West to Burton Rd., North on Burton. All classes. Track open 8:00 a.m., to 3:00 p.m. All courses alternately open. ST, TT, Long Rough Scrambs. Entry $3, bike & rider. 714/657-4879.

OTHG/AME MOTOCROSS
Spillway Park, Santa Maria, CA. Hwy. 101 to Broadway exit. Mini thru Open classes. Entry $8 Sptsmn., $12 Pros. 100% p.b. Concessions, free camping. 805/937-6171.

D-36 MARATHON
Sand Hill Ranch, Brentwood, CA. Sign up 8-9:30 a.m. All classes run together, scored separately. $25 to 1st overall. 30% brass. 2 hrs, 2 men. $6 per bike, $3 gate fee. Race rain or shine. 415/634-3328, 634-1667.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes, 2 long motos & cash for Pros. 2 motos & 30% brass for sptsmn. Entry $9/$13 Pros. Gates open 7 a.m., prac. 8, race 9:30. Membership req. 213/830-7519.

SAGEBRUSH 100/100 MILE CROSS COUNTRY
20 mi. E of Bend, OR. Call for location instructions. 4 x 25 mi. loops. All classes. Start 10:00 a.m., riders meeting 9:30. Entry $15. 30% trophies to AM, 50% trophies to EX. OMBRA memb. req. for OR residents. 503/382-8528.

CRC MOTOCROSS
Racing World, Trabuco Cyn., CA. All classes. 2 motos & cash for Pros. 2 motos & 30% brass for sportsmn. Entry $9/$13 Pros. Memb. req. Gates open 7 a.m., prac. 8, race 9:30. 213/830-7519.

AME MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gates open 7 a.m., sign up 7, prac. 8, race 9:00. Entry $9/$13 post only. Pros 2-40 min. motos. Sptsmn 2-30 min. motos. 30% trophies, p.b. to Pros. AME lic. req. Med. cov. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

MRA MOTOCROSS
Medford, Oregon. Table Rock Rd. to Kirkland Rd., follow signs. All classes. Entry $12: 100% Pro p.b. Any Pro rider traveling over 199 mi. gets entry fee back if he does not win. MRA, P.O. Box 1471, Medford, OR 97501. 503/664-2863, 664-5497.

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside E. on Mapleview, N on Ashwood, up Wildcat Canyon Rd., 11 mi. O/N camping. Sign up cloese 8:00 a.m. sharp. Late entry $10, guest entry $13. Membership $10. 714/496-2568, 448-7885.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. AME license required. Post entry only. $9 Sptsmn, $13 Pros. Gates open 7 a.m., prac. 8, race 9 a.m. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

ERA MOTOCROSS
Eugene, OR. From Eugene out Hwy. 99 north to Hwy. 36, go thru Chesire, then left on Territorial Rd. Look for ERA sign on left of road. Sign up 9 a.m., prac. 11, race 12. Entry $5, Pro $10. 100% Pro p.b. Must be Racing Wheels member ($5). Gate: under 6 free, student thru 17 $2, Adult $3. 503/688-1274.

BOGWHEELERS APRIL FOOLS ATA OBSERVED TRIALS
Barona/Four Corners, Ramona, CA. From Ramona, S on San Vicente Rd. to San Diego Country Estates, L on Ramona Oaks, R on Abajo, L on Pappas, R on Rainbird, follow ribbons. All classes. Entry $7 ATA memb. $8 non-memb. No gate fee. Trophies Xfer pts. Signup 9 a.m. riders meeting 10:00 a.m. 714/452-0259; 444-0762.

AMA ROUGH SCRAMBLES
Gage Shippee Rd. & Hwy. 99. 14 mi. S of Chico, CA. All Sptsmn classes. Entry $6 & $3 Semi Pro. 100% Ex. p.b. Gate open 8:30 a.m., sign up 9-11:15, prac. 9:30-11:00, race 12 noon. For info: Bob Ryon, Rt. 1 Box 394-A, Chico, CA 916/342-6851.

D-36 APRIL FOOLS MX
Winnemucca, Nevada. Signs from west end of town; Hwy. 80, 1 mi. west. All classes plus - 14, 125cc. Sportsmen only. Entry $11. $2 to watch. Sign up 7-8 a.m., first moto 9:30 a.m. Riders ins., bonus brass free goodies at casinos in town. No camping at track. Flying W's MC, Box 1239,, Winnemucca, NV 89445. 702/623-3577.

AMA ENDURO
Los Padres National Forest, Pozo, CA. Hwy. 101, Santa Margarita exit to Hwy. 58. All classes. Entry $12.50. Rain date April 8, '79. Cal Poly Penguins MC, ASI Box 111, San Luis Obispo, CA 93407. 805/544-0448, 543-2338.

MRA MOTOCROSS
Medford, Oregon. Table Rock Rd. to Kirkland Rd., follow signs. All classes. Entry $12. 100% Pro p.b. Any Pro rider traveling over 199 mi. gets entry fee back if he does not win. MRA, P.O. Box 1471, Medford, OR 97501. 503/664-2863, 664-5497.

D-36 MOTOCROSS
Hollister Hills Cycle Park, Hollister, CA. Gates open 6:00 a.m., race 9. Entry $10 Sptsmn. $15 Pros + $2 gate fee for Pros only. 30% trophies. District number plates are mandatory. 408/733-9545, 996-0987.

AMA HILLCLIMB
Decatur, TX. Rocky Ridge Ranch, 19 mi. NE of Decatur on Hwy. 51. Sign up 9-11 a.m., climb 12 noon. 80 thru 1000cc classes. Gate fee $3, sign up $3 per class. 200 Ft. Speed Hill. For info: Texas Hillclimbers Assn., 1120 N. Dwight, Dallas, TX 75211. 214/339-1238, 817/626-5826.

CMC MOTOCROSS
Mountain High Int'l, Fresno, CA. Hwy. 99 to Hwy. 41 to O'Neals, North Fork, 14 mi. to Rd. 221, L to track. All classes. Pro p.b., 30% brass. Entry $9 Sptsmn, $15 Pros. $3 gate fee. Gates open 7:00 a.m. O/N camping OK. 209/291-8793.

CMC/DG MOTOCROSS SERIES
Sacramento Raceway, Sacto, CA. Off Hwy. 50, go S on Bradshaw, turn L on Jackson, L on Excelsior. All classes + Minis/OT/Vets/PP. Gates open 6 a.m., sign up 6:30, prac. 7:30, race 9. Entry Sptsmn, OT, Vets $13. Ex. $18. Watch $3, o/n camping $2. $5000 DG Series. 100/125/250/500 Jr & Int. classes. 1st $325, 2nd $200, 3rd $100 DG gift certificates. $15 Ex. p.b. Call if it rains. 916/682-3838, 381-0760.

PARA MOTOCROSS
Mt. View Cycle Park, Sandy, OR. 5 mi. E of Sandy on Rude Rd. All classes welcome. Gates open 8 a.m., prac. 9, race 10. 100% Pro p.b. Entry Pee-wee $5, Nov. $6.50, Int. $6.50, Pros $10. PARA, P.O. Box 365, Sandy, OR. 503/666-9438, 668-4851.

April 4

COCA COLA HIGH SCHOOL MX
Speedway 117, San Diego, CA I-805 or I-5 South from Chula Vista, take Jct. 117, go E 5½ mi. across from Brown Field Airport. For further info: Speedway 117, P.O. Box 995, Chula Vista, CA 92012. 714/420-7414.

CMC NIGHT MOTOCROSS
Fremont Raceway, Fremont, CA. Hwy. 17 to Durham Rd. turnoff in Fremont. Gates open 5 p.m., sign up till 7. Prac. 6:30, race 7:30. All classes. Entry $8. 30% trophies. Pros $10. 150% p.b. Watch for $2. All new track & surface. ZAP MX, P.O. Box 1216, Pacifica, CA. 415/355-4760, 651-2546, 408/996-0987.

April 6

AMA HALF-MILE
Ascot Park, 18300 S. Vermont, Gardena, CA. 18 events, $1,500 purse. First race 8:00 p.m. Pit gate opens 5 p.m. Adults $4.50, Jrs. $2.50, kids 9-12 yrs. $1, under 9 yrs. free. 213/321-5323, 323-5055.

April 6-7-8

YAMAHA WORLD MINI GP
Saddleback Park, Orange, CA. $10,000 in trophies & prizes. 30% world championship trophies. 50/80/100/125/250cc classes. For entry form: NMA, PO Box 46, Norwalk, CA 90650. 213/868-8112.

April 7

CRC/COORS GRAN PRIX
Saddleback Park, Orange, CA. Each class goes 45 min on 7 mi. long course. No play riding. Special Team race at 2:30 p.m. Mail $15 & 2 SASE to CRC, 7601 Arlington, Riverside, CA 92503. Post entry $20. CRC memb. req. $8 post entry only for Special Team Race. 20% brass & fin. pins. Prac. 9 a.m. Open 10 a.m., 250cc 11, Vets/Sr/Jr. Sr/ Women noon, 0-200cc 1 pm. CRC desert pts. 714/689-6114 (days).

April 7-8

STUMPJUMPERS 10TH ANNUAL MATTAWA 100/ POKER RUN & DESERT RACE
Mattawa, WA. 16 mi. S. of Vantage, WA, from the I-90 Columbia River Bridge. E side of river look for signs from Mattawa. Use a map! AMA sanctioned. All classes inc. PP/-14 (125cc limit), OTHG, OT, teams and all others in between. Lots of trophies, mc given away to high hand at Poker Run. All finishers in desert race draw for new mc. 206/631-0646.

AFM ROAD RACE
Sears Point International Raceway, Hwys. 37 & 121, Sonoma, CA 95476. For entry & info: 707/938-8448.

SRAC MOTOCROSS
Pueblo Motorsports Park, Pueblo, CO. 2 mi. W of I-25 on U.S. 50. On Pueblo Blvd., corner U.S. 50 & Pueblo Blvd. All Nov & Minis on 7th. Am/Ex on 8th. $1500 Ex. purse, 30% trophies. GP, dbl. pts. A&B classes. Entry Ex. $15 pre entry, $18 post. Others $8 pre, $10 post. SRAC, PO Box 1856, Pueblo, CO 81002. 303/545-6310, 221-3423.

April 8

PARA MOTOCROSS
Mt. View Cycle Park, Sandy, OR 5 mi. E of Sandy on Rude Rd. All classes welcome. Gate open 8 a.m., prac 9, race 10. 100% Pro p.b. Entry Pee-wee $5, Nov. $6.50, Int. $6.50, Pros $10. PARA, P.O. box 365, Sandy, OR. 503/666-9438, 668-4851.

AMA 125/250cc NATIONAL MX
Canyon Raceway, Phoenix, AA. For info: Write 99th Ave. & Carefree Hwy., P.O. Box 7746, Phoenix, AZ 85011. 602/264-7265.

ARRA ROAD RACE
Willow Springs, CA. Hwy. 14 N to Rosemond. Superbike/GP/Prod/Cafe classes. Money & trophies. Pre entry $18 & $9/post $22 & $11. Med. ins. Spectators welcome. ARRA, 3407 W. Olive, Burbank, CA 91505. 213/842-7433.

CALIFORNIA RACING CLUB PRESENTS

Coors GRAN–PRIX

SATURDAY, APRIL 7th

SADDLEBACK PARK

EACH CLASS RACE 45 MINUTES

20% TROPHIES • PARTICIPATION PINS • CRC DESERT POINTS

POST ENTRY $20.00
TEAM RACE $8.00 PER RIDER POST ONLY
NO POST ENTRY FOR 2ND CLASS ENTERED
NUMBERS WILL BE PROVIDED FOR YOUR BIKE

ALL THE BACK COUNTRY WILL BE USED FOR THE GRAN–PRIX
NO OPEN RIDING IN THE PARK

INFO. 714/689-6114 DAYS

CRC

SCHEDULE
9:00 - 9:45 PRACTICE
10:00 - 10:45 OPEN
11:00 - 11:45 250
12:00 - 12:45 SR., JR., JR. WOMEN
1:00 - 1:45 0 - 200
2:30 - 3:30 COORS TEAM RACE
1 BIKE, 2 RIDERS, SWITCH EACH LAP

TO BE FILMED FOR ON ANY SUNDAY II
BE IN THE MOVIES!

Coors AMERICA'S FINE LIGHT BEER Presents the CRC

DG MOTOCROSS

$5,000

125 - 250 - OPEN

$2100 PRO PURSE

PAYBACK BY MOTO & OVERALL POSITION

PAYBACK SCHEDULE:

CLASS POSITION:	1st MOTO	2nd MOTO	OVERALL
1	$50	$50	$125
2	$30	$30	$100
3	$25	$25	$60
4	$20	$20	$40
5	$15	$15	$25
6	$10	$10	$20
7	$10	$10	$10

SUNDAY APRIL 8 AT SADDLEBACK PARK

SPORTSMEN RECEIVE $3000 DG PRODUCT AWARDS

ALL 100 - 125 - 250 - OPEN—CRC VETS
BEG-NOV-INT (5 REQUIRED TO MAKE A CLASS)

EACH CLASS WILL RECEIVE GIFT CERTIFICATES OF THE FOLLOWING VALUE: 1st $75 2nd $45 3rd $30 4th $25 5th $10

PRO MAIL ENTRY $25.00
PRO POST ENTRY $35.00
SPORTSMEN MAIL $10.00
SPORTSMAN POST $15.00

MAIL YOUR ENTRY TO CRC: 24518 Island Ave., Carson, Calif. 90745
FOR MORE INFO CALL CRC HEADQUARTERS (213) 830-7519

less sound = more ground

Mark it on your calendar!
on... JULY 14, 1979... the
Coca-Cola SUPERBOWL of MOTOCROSS
RETURNS TO THE L.A. Coliseum!
for info write: PO Box 1523
Laguna Beach, CA 92651

C.M.M.C.
Barona Oaks Raceway
"World Mini Gran Prix Practice"
April 1, 1979
NMA Members — $8 per class
Pee Wee thru 250cc (18 yrs. limit)
714-496-2568 Orange Co.
714-448-7885 San Diego Co.

Open 7 Days 714-558-1584
CMC-MX } 1st & 3rd Sundays
ITA Trials }
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
SADDLEBACK PARK

Mardi-Gras has been postponed to Mardi-Cross
June 1st & 2nd, 1979
New Orleans

ESENTS THE RESULTS. S REASONS.

FREDDIE SPENCER DOWN TO THE WIRE BEFORE GRABBING THE WIN, YAMAHA'S SEVENTH IN EIGHT YEARS.

TO THESE CHAMPIONS, OUR CONGRATULATIONS.

THEY AND COUNTLESS OTHER RIDERS HAVE LONG FELT THAT RIDING A YAMAHA IS THE ONLY WAY TO WIN A ROAD RACE.

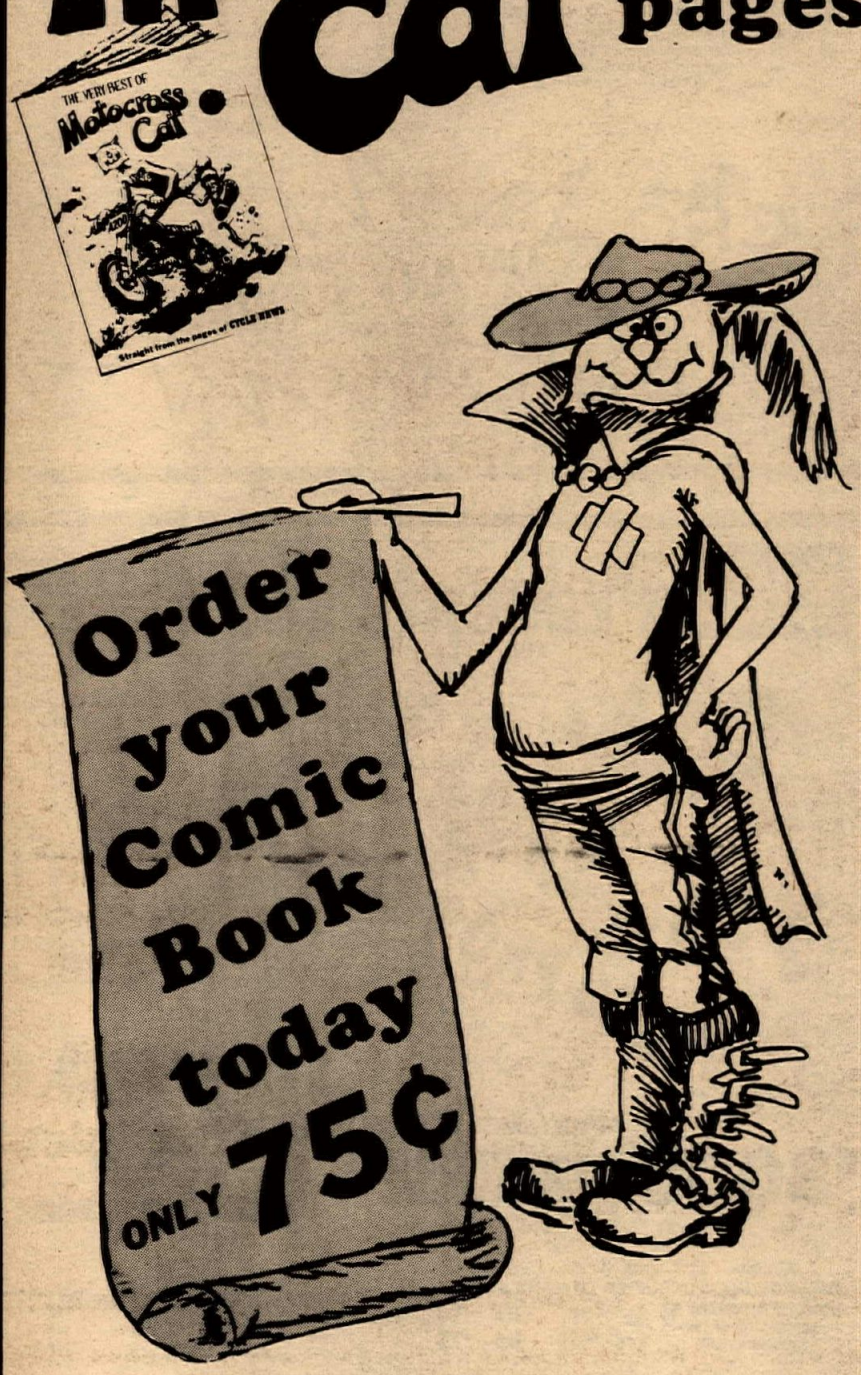
THE RESULTS AT DAYTONA PROVE AGAIN THAT THEY'RE RIGHT.

250cc

1. YAMAHA
2. YAMAHA
3. YAMAHA
4. KAWASAKI
5. YAMAHA
6. YAMAHA
7. YAMAHA
8. YAMAHA
9. YAMAHA
10. YAMAHA
11. YAMAHA
12. YAMAHA
13. YAMAHA
14. YAMAHA
15. YAMAHA
16. YAMAHA
17. YAMAHA
18. YAMAHA
19. YAMAHA
20. YAMAHA

THE VERY BEST OF Motocross Cat

60 pages



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CROSSUP WINTER SERIES MX
Crossup Raceway, Bend, OR. 7 mi. N of Bend. Speed & Research Day. Entry $6 Amateurs, $10 Pros. 40% brass to Amateurs, 100% brass to mini-minis. 503/382-7751, 389-1098.

MOTOCROSS
Kingfisher Raceway, 3 mi. S on Hwy. 81, 3 mi. W of Kingfisher, OK. 405/376-4009.

ORCA & PRC ODYSSEY & ATC RACES
Perris Raceway, Perris, CA. Hwy. 74 to Ellis Ave., W to Burton Rd., N on Burton Rd. All classes. ORCA pts. & 30% trophy. Memb. $6, reg. $8. Reg. course for all classes. Odyssey & carts unlimited welcome. 714/657-4879.

SIDA CROSS COUNTRY H&H
Grandview, ID. All classes. Entry $15. Trophies, fin. pins. Virgin ground. 80 mi. cross country. Northwest Rams MC, 6949 Kingsdale, Boise, ID 83704. For race location info. call: 208/375-3962 or 344-9193. For other info: 208/376-3789.

CMC MOTOCROSS
Argyll Park, 11 mi. S of Dixon, CA. Hwy. 113. Entry $10/$7 Sptsmn. 30% brass. All Pros, 100% p.b. of $15 + $2 park fee. 350 rider max. Gen adm. $3, kids 6-12 $1. Rider med. insurance. 916/678-3592.

D-36 MOTOCROSS
Oasis Raceway, Clear Lake, CA. 25 mi. W of Williams on Hwy. 20. All classes. Entry $10/$18. Gate opens 6:45 a.m., sign up 7, prac. 7:45, race 8:30 a.m. O/N camping $3 per vehicle. 30% brass, $15 entry. Pro p.b. P.O. Box 1748, Clearlake Highlands, CA 95422. 707/994-4175.

SHA/COORS HILLCLIMB
Saddleback Park, Orange, CA. Part of Cyclerama '79. Mail entry $10 (deadline 3/10) $20 post entry. Stock, modified, exhibition classes. Trophies, prizes & cont. 100% p.b. to Exhb. class. For entry forms call 714/646-7355, 213/698-9788.

ERA MOTOCROSS
Eugene, OR. From Eugene out Hwy. 99 north to Hwy. 36, go thru Chesire, then left on Territorial Rd. Look for ERA sign on left of road. Sign up 9 a.m., prac. 11, race 12. Entry $5, Pro $10. 100% Pro p.b. Must be Racing Wheels member ($5). Gate: under 6 free, student thru 17 $2, Adult $3. 503/688-1274.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 8, prac. 8-9, first race 9 a.m. Entry $8 mail, $10 post. Pros $13 mail,. $15 pos. Mail entry to: CMC, P.O. 1402, Costa Mesa, CA 92626. 714/557-3323.

$5000 DG SERIES

CRC MOTOCROSS
Saddleback Park, Orange, CA. Coors/DG $5000. $2100 purse/$3000 gift certificates to all Sportsman. All classes. 2 motos. 30% brass. Mail entry $10 Sportsmen, $25 Pros. Mail to CRC, 24518 Island Ave., Carson, CA. 90745. Mail entry closes apr. 2, 1979. Post entry $15 Sptsmn., $35 Pros. Gates open 7 a.m., prac. 8, race 9:30 a.m. CRC memb. req. 213/830-7519.

ROVER BONER HARE & HOUND
Camp at Charlie's, limed from Trona Rd., Red Mtn., CA. 10:00 a.m. start. 213/335-9656, 714 624-3418.

AME MOTOCROSS
Indian Dunes, Valencia, CA. AME license required. Post entry only. $10 Sptsmn, $15 Pros. $1000 purse to Pros, 50% Sptsmn. brass. Gates open 7 a.m., prac. 8, race 9 a.m. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

RACING WORLD MOTOCROSS
Racing World, Trabuco Cyn., CA. All classes. Pro p.b., 30% Trophies. Entry $7 Mini, Beg, Sptsmn, $12 Pro. No membership required. Prac. 8 a.m., race 9:30. Marty Smith course. 714/581-6400.

AMA ROUGH SCRAMBLES
Gage Shippee Rd. & Hwy. 99. 14 mi. S of Chico, CA. All sportsman classes Entry $6 & $3 Semi Pro. 100% Ex. p.b. Gate open 8:30 a.m., sign up 9-11:15, prac. 9:30-11:00, race 12 noon. For info: Bob Ryon, Rt. 1 Box 394-A, Chico, CA 916/342-6851.

MRA MARATHON SCRAMBLES
Timber Mtn. Cycle Park, Medford, OR. 1½ hrs. on 5 mi. course. 125/250/Open/OT. Trophies. $5 entry MRA memb., $7 non-memb. MRA, PO Box 1471, Medford, OR 97501. 503/826-7612, 779-7986.

D-37 TT SCRAMBES
Elsinore Raceway, Elsinore, CA. Gate opens 8:00 a.m., prac. 9, race 10. Minis & sidehacks welcome. Lightweights MC. 213/371-7356.

CMC MOTOCROSS
Huron Cycle Park, Huron, CA. All classes. 100% Pro p.b. 30% brass to Sptsmn. Entry $8 Sptsmn., $12 Pros. $3 gate fee. Open Sat. for O/N camping. Gates open 7 a.m. Sun. Prac. 8, race 9. 209/945-2664.

CRC HOBO 100 FAMILY ENDURO
Lucerne Valley, limed from Y-Cafe in CA. 3 loops, C riders -16, minis & B women go 1 loop, C riders & A women go 2 loops, A & B riders go 3 loops. Memb. mail $12 & 2 SASE to CRC, 7601 Arlington Ave., Riverside, CA 92503. Post entry $15. Non-memb. add $2. 20% trophies & fin. pins. CRC pts. Start 8:00 a.m. 2 & 3 man teams add $1 per rider. No chg. for Husband/wife, parent/child, or buddy-up. 714/689-6114 (days).

D-36 AMATEUR MOTOCROSS
Plymouth Raceway, Plymouth, CA. Hwy. 49 S from Placerville; Hwy. 49 N from Sonora; Hwy. 16 E from Sacto. All classes. Gate closes Sat. midnight. Opens Sun. 6:15 a.m., sign up 6:30, prac. 7:30, race 8:30. Amateur event only. Entry $10 all classes. $3 watch. O/N camping OK. $3000 rider med. ins. C.E.S. Promotions, P.O. Box 221, Sutter Creek, CA 95685. 209/267-0312.

D-36 MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes welcome. Gates open 6:30 a.m., sign up 7, prac. 8:30, race 9. Entry $15 Ex., $10 Sptsmn. 80% Ex. p.b. Watch $3. 415/634-3328, 634-1667.

D-36 CLEAR CREEK ENDURO
Event to be held on BLM property at Clear Creek, CA. Entry closes April 1. Course less than 100 mi. Mail entry $12, psot $14, 3 man team $3, name chg. $2. Camping available. AMA & D-36 cd. req. All classes. 3 SASE to Joyce Harrison, 519 Cedar Ave., Atwater, CA 95301. For info: Merced Dirt Riders MC, 209/723-7690, 358-8792, 524-6589.

April 11

CMC NIGHT MOTOCROSS
Speedway 117, San Diego, CA. I-805 or I-5 South from Chula Vista, take Jct. 117, go E., 5½ mi. across from Brown Field Airport. All classes inc. Pros. 30% brass for Sptsmn., entry $10. Pros $15. Gates open 5 p.m., sign up till 6:30, race 7:30 p.m. CMC lic. req. 714/420-7414.

April 13

AMA HALF-MILE
Ascot Park, 18300 S. Vermont, Gardena, CA. 18 events, $1,5000 purse. First race 8:00 p.m. Pit gate opens 5 p.m. Adults $4.50, Jrs. $2.50, kids 9-12 yrs. $1, under 9 yrs. free. 213/321-5323, 323-5055.

April 14

AMA 25 MI. NATIONAL/ SACRAMENTO MILE
Cal Expo Fairgrounds, Sacramento, CA. Winston Pro Series. $23,000 purse. First race 8:00 p.m. Pit gate opens 4:00 p.m. Box seats $15, reserved covered grandstands $12, gen. adm. $8 (day of race only). Order from Howe Ave. Box Office, 925 Howe Ave., Sacramento, CA 95825. 916/920-1121, 213/321-5323, 323-5055.

D-37 HARE SCRAMBLES
Anderson Dry Lake, Camp Rock Road, CA. Limed from "Y" Cafe in Lucerne Valley, CA. All classes, 40 mi, loop twice. Beginners, trail Nov, go one loop. 10:00 a.m. start. Entry $11.00. Fin. pins, trophies. Easter Saturday event by Viewfinders MC. For info: Call Big Bird 213/443-5093.

April 15

CRC DR. PEPPER/ YAMAHA MX SERIES
Indian Dunes, Valencia, CA. $10,000 for the Pros, motorcycles for the Sportsmen plus 30% trophies & contingencies. This week, $3000 Pro purse, m/c & contingencies for the Sptsmn. Post entry only. $25 Pros, $10 Sptsmn. CRC memb. req. 213/830-7519.

MOTOCROSS
Motorcycle Raceways, S.E. 59th & Douglas Blvd. Midwest City, OK. 405/341-1167, 681-9492.

HAPPY EASTER
Perris Raceway, Perris, CA will be closed for Easter Sunday.

HILLCLIMB
Brigham City, UT. Take S Brigham off-ramp from I-15, 3 mi. E to the mouth of Brigham Canyon. 125/250/500/Open/Beg & Ex/Exhibition. Trophies for Beg & Ex. Cash to Exhibition. Fuel ok in Exhb. class. Overnight camping OK Sat. night. Entry $5 Beg & Ex., $10 Exhib. Klunker Klub of Ogden, 263 E. 4775 S., Ogden, Utah 84403. 801/393-5206.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate opens 7:30 a.m., sign up 8-9, prac. 8-9, first race 9:30 a.m. Junior & Int. Late entry $8 mail, $10 post. Pros $13 mail,, $15 pos. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

$5000 DG SERIES

AMA ROUGH SCRAMBLES
Gage Shippee Rd. & Hwy. 99. 14 mi. S of Chico, CA. All sportsman classes Entry $6 & $3 Semi Pro. 100% Ex. p.b. Gate open 8:30 a.m., sign-up 9-11:15, prac. 9:30-11:00, race 12 noon. For info: Bob Ryon, Rt. 1 Box 394-A, Chico, CA 916/342-6851.

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside E. on Mapleview, N on Ashwood, up Wildcat Canyon Rd., 11 mi. O/N camping. Sign up closes 8:00 a.m. sharp. Late entry $10, guest entry $13. Membership $10. 714/496-2568, 448-7885.

AME MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gates open 7 a.m., sign up 7, prac. 8, race 9:00. Entry $9/$13 post only. Pros 2-40 min. motos. Sptsmn 2-30 min. motos. 30% trophies, p.b. to Pros. AME lic.. req. Med. cov. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

CRC MOTOCROSS
Racing World, Trabuco Cyn., CA. All classes. 2 motos & cash for Pros. 2 motos & 30% brass for sptsmn. Entry $9/$13 Pros. Memb. req. Gates open 7 a.m., prac. 8, race 9:30. 213/830-7519.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. AME license required. Post entry only. $9 Sptsmn, $13 Pros. Gates open 7 a.m., prac. 8, race 9 a.m. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. Hwy. 101 to Broadway exit. Mini thru Open classes. Entry $8 Sptsmn., $12 Pros. 100% p.b. Concessions, free camping. 805/937-6171.

PARA MOTOCROSS
Mt. View Cycle Park, Sandy, OR. 5 mi. E of Sandy on Rude Rd. All classes welcome. Gate opens 8 a.m., prac. 9, race 10. 100% Pro p.b. Entry Pee-wee $5, Nov. $6.50, Int. $6.50, Pros $10. PARA, P.O. Box 365, Sandy, OR. 503/666-9438, 668-4851.

CMC/DG MOTOCROSS SERIES
Prairie City OHV Park, Sacramento, CA. White Rock btwn. Grant Line & Prairie City off Hwy. 50. All classes + Minis/OT/Vets/PP. Gates open 6 a.m., sign up 6:30, prac. 7:30, race 9. Entry Sptsmn, OT, Vets $13. Ex. $18. Watch for $3. O/N camping $2. $5000 DG Series. 100/125/250/500 Jr & Int classes. 1st $325, 2nd $200, 3rd $100 DG gift certificates. $15 Ex. p.b. Call if it rains. 916/682-3838, 381-0760.

April 18

COCA COLA HIGH SCHOOL MX
Speedway 117, San Diego, CA. I-805 or I-5 south from Chula Vista, take Jct. 117, go E 5½ mi. across from Brown Field Airport. For further info: Speedway 117, P.O. Box 995, Chula Vista, CA 92012. 714/420-7414.

April 20

AMA WESTERN STATES REGIONAL H-M

Ascot Park, 18300 S. Vermont Ave., Gardena, CA. 18 events, $4,000 purse. First race 8 p.m., pit gate 5 p.m. Adults $5.50, Jrs. $3.50, kids 9-12 $1.50, under 9 free. 213/321-5323, 323-5055.

April 20-21-22

AMA TWO-DAY ISDT QUALIFIER
One mile N of Randsburg, CA on Goler Rd. Hwy. 14 to Goler Rd. 500/250/175/125cc classes. 165 miles per day. Entry $35 individual/$15 factory/$9 club. Sunland Shamrocks, M.C., PO Box 515, Sunland, CA 91040. 213/353-4490, 363-2371.

April 22

CRC DR. PEPPER/ YAMAHA MX SERIES
Saddleback Park, Orange, CA. $10,000 for the Pros, motorcycles, 30% trophies and contingencies for the Sptsmn. This week, $2000 purse for Pros, m/c & contingency for Sptsmn. Run on extended track. Post entry only. Pros $25, Sptsmn $10. CRC memb. req. 213/830-7519.

PARA MOTOCROSS
Mt. View Cycle Park, Sandy, OR. 5 mi. E of Sandy on Rude Rd. All classes welcome. Gate opens 8 a.m., prac. 9, race 10. 100% Pro p.b. Entry Pee-wee $5, Nov. $6.50, Int. $6.50, Pros $10. PARA, P.O. Box 365, Sandy, OR. 503/666-9438, 668-4851.

COR MOTOCROSS
10 mi. E of I-35 on U.S. 66, N 3 mi., E ¾ mi., Edmond, OK. 405/341-2833.

CMC MOTOCROSS
Argyll Park, 11 mi. S of Dixon, CA. Hwy. 113. Entry $10/$7 Sptsmn. 30% brass. All Pros, 100% p.b. of $15 + $2 park fee. 350 rider max. Gen adm. $3, kids 6-12 $1. Rider med. insurance. 916/678-3592.

AME MOTOCROSS
Indian Dunes, Valencia, CA. AME lic. req. Post entry only $9/$13. Gates open 7, prac. 8, race 9:00 a.m. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

D-36 RIDGE RUNNERS MX
Watsonville, Santa Cruz Cty. Fairgrounds. Hecker Pass Rd, Hwy. 152, Watsonville. Signup 6:00 a.m. — 8:30, prac. 7:30, race 9. $3 gate fee. Ex. $15, Nov-Am $8 + gate fee. 100% Ex. p.b. 100cc & up. Ridge Runners MC, P.O. Box 121 ESC, Santa Cruz, CA 95063. 408/475-3619.

MOTOCROSS
Cycle Haven Park, Long Beach, CA. Across from Long Beach Naval Base, 1 blk. E of Vincent Thomas Bridge. All classes. 30% brass. Entry $8, Pros $14, gate fee $3. Prac. 7:30-8:30 a.m., race starts 9:00 a.m. 213/547-1818.

RACING WORLD MOTOCROSS
Racing World, Trabuco Cyn., CA. All classes. Pro p.b., 30% trophies. Entry $7 Mini, Beg., Sptsmn, $12 Pro. No membership required. Prac. 8 a.m., race 9:30. Marty Smith course 714/581-6400.

AMA ROUGH SCRAMBLES
Gage Shippee Rd. & Hwy. 99. 14 mi. S of Chico, CA. All sportsman classes Entry $6 & $3 Semi Pro. 100% Ex. p.b. Gate open 8:30 a.m., sign up 9-11:15, prac. 9:30-11:00, race 12 noon. For info: Bob Ryon, Rt. 1 Box 394-A, Chico, CA 916/342-6851.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry $8 mail, $10 post, Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CMC MOTOCROSS
Mountain High Int'l, Fresno, CA. Hwy. 99 to Hwy. 41 to O'Neals, North Fork, 14 mi. to Rd. 221, L to track. All classes. Pro p.b., 30% brass. Entry $9 Sptsmn, $15 Pros. $3 gate fee. Gates open 7:00 a.m. O/N camping OK. 209/291-8793.

AMA CAT HOUSE HARE SCRAMBLES
Salt Wells, NV. 15 mi. E of Fallon. All classes. Finisher pins, 30% large trophies. Entry $20 post, $15 pre entry. P.O. Box 896, Carson City, NV 89701. 702/883-3244.

D-36 MOTOCROSS
Santa Cruz County Fairgrounds, Watsonville, CA. Hwy. 152 E of Watsonville. 100cc thru Open classes. 100% Ex. p.b. Entry $15 Ex. Nov/Am $8. $3 gate fee. Ridge Runners M.C. 408/475-3619.

TIMBER MTN. 100 MRA CROSS COUNTRY
Timber Mtn. Cycle Park, Medford, OR. Hwy. 238 thru Jacksonville, follow signs. 125/250/Open/OT. $10 pre entry, $15 post. $2 discount to MRA memb. Pre entry closes Apr. 16. MRA, PO Box 1471, Medford, OR 97501. 503/826-7612.

D-36 MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes welcome. Gates open 6:30 a.m., sign up 7, prac. 8:30, race 9. Entry $15 Ex, $10 Sptsmn. 80% Ex. p.b. Watch $3. 415/634-3328, 634-1667.

April 25

CMC NIGHT MOTOCROSS
Speedway 117, San Diego, CA. I-805 or I-5 south from Chula Vista, take Jct. 117, go E. 5½ mi. across from Brown Field Airport. All classes inc. Pros. 30% brass for Sptsmn., entry $10. Pros $15. Gates open 5 p.m., sign up till 6:30, race 7:30 p.m. CMC lic. req. 714/420-7414

April 26

SPEEDWAY SEASON OPENER
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. 20 events on ¼ mi. track. First race 8 p.m., pit gate 5 p.m. Adults $3.75, Jrs. $2.50, kids 9-12 $1, under 9 free. 213/321-5323, 323-5055.

April 27

AMA HALF MILE
Ascot Park, Gardena, CA. 18 events, $1,500 purse. First race 8 p.m., pit gate 5 p.m. Adults $4.50, Jrs. $2.50, kids 9-12 $1, under 9 free. 213/321-5323, 323-5055.

April 29

CMC/DG MOTOCROSS SERIES
Prairie City OHV Park, Sacramento, CA. White Rock btwn. Grant Line & Prairie City off Hwy. 50. All classes + Minis/OT/Vets/PP. Gates open 6 a.m., sign up 6:30, prac. 7:30, race 9. Entry Sptsmn, OT, Vets $13. Ex. $18. Watch for $3. O/N camping $2. $5000 DG Series. 100/125/250/500 Jr & Int classes. 1st $325, 2nd $200, 3rd $100 DG gift certificates. $15 Ex. p.b. Call if it rains. 916/682-3838, 381-0760.

CRC DR. PEPPER/ YAMAHA MX SERIES
Racing World, Trabuco Cyn., CA. $10,000 for Pros, motorcycles, 30% brass & contingencies for Sptsmn. This week only — run on all grass National track. 1st time used in '79. $2000 Pro purse, motorcycle, 30% brass & contingency for Sptsmn. Post entry only. Pros $25, Sptsmn $10. CRC memb. req. 213/830-7519.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate opens 7:30 a.m., sign up 8-9, prac 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

MRA MOTOCROSS
Medford, Oregon. Table Rock Rd. to Kirkland Rd., follow signs. All classes. Entry $12. 100% Pro p.b. Any Pro rider traveling over 199 mi. gets entry fee back if he does not win. MRA, P.O. Box 1471, Medford, OR 97501.. 503/664-2863, 664-5497.

AMA SHORT TRACK
Hills Ferry Speedway, Morgan Hill, CA. Hill Ferry Rd. & River Rd. Newman. Hwy. 5, take Stuhr exit. All classes including minis. Entry $5. ¼ mi. track, class C traction. Hills Ferry Speedway, Rt. 2, Box 612A, Morgan Hill, CA 408/463-0548.

AME MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gates open 7 a.m., sign up 7, prac. 8, race 9:00. Entry $9/$13 post only. Pros 2-40 min. motos. Sptsmn 2-30 min motos. 30% trophies, p.b. to Pros. AME lic. req. Med. cov. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AMA ROUGH SCRAMBLES
Gage Shippee Rd. & Hwy. 99. 14 mi. S of Chico, CA. All sportsman classes Entry $6 & $3 Semi Pro. 100% Ex. p.b. Gate open 8:30 a.m., sign up 9-11:15, prac. 9:30-11:00, race 12 noon. For info: Bob Ryon, Rt. 1 Box 394-A, Chico, CA 916/342-6851.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes, 2 long motos & cash for Pros. 2 motos & 30% brass for sptsmn. Entry $9/$13 Pros. Gates open 7 a.m., prac. 8, race 9:30. Membership req. 213/830-7519.

WERA ROAD RACE
Greater Southwest Airport, Fort Worth, TX. Hwy. 360 just S of Hwy. 183. Prod. mod. prod. GP classes. Entry $16 first class, $8 each additional class. Up to 6 trophies in each class. Admission $3. Central Road Racing Club, 3305 Rochdale, Houston, TX 77025. 713/665-4741.

MOTOCROSS
Kingfisher Raceway, 3 mi. S on Hwy. 81, 3 mi. W of Kingfisher, OK. 405/376-4009.

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

Bosch
$5,000
Sat., April 7
Qualifier for Sportsman 2-10 lap motos
Top 30 finishers qualify for Sunday
$2,000 Purse
Entry fee for qualifier $9 Post
Sunday, April 8
Sportsman
$2,000 Purse
100-125-250-500 Jr. Int.
Suzuki West
100-125-250-500 Jr. Int.
1st $25, 2nd $15, 3rd $5
Pros
$3,000 Purse
125-250-500
Payback by Moto & overall
entry fee $25 mail, $35 post
Go Where the Pros Go
Entry fee $10 mail, $15 post
Bosch hats to all entries
Pro using Bosch plug overall $30 1st, $10 2nd
Sportsman 1st place Bosch jersey
Friday Night MX
April 6
Opening Night — 50% Trophies
Post entry only
Sunday, April 8
Youth Division
100% Trophies
$8 Mail — $14.00 2 or more entries
$10.00 Post
Gate fee for Indian Dunes
$5 bike & rider $3 spectator
$4 mini bike $2 junior
info: 213-881-5778
No Pit Riding
AMERICAN MOTO-CROSS A.M.E. INC ENTERPRISES
INDIAN DUNES

RACING WORLD
ESCAPE COUNTRY
OVERNIGHT CAMPING
714-581-6400
OPEN 7 DAYS A WEEK
Special Saturday Rates
Racing Schedule
April 1
CRC Motocross

140 Acres of good riding & overnight camping at
Lake Elsinore Raceway
April 8 — Lightweights Dist. 37 Scrambles
Every Sunday Motocross TT and Speedway Practice
On Highway 71, off at Lagonia St. Between Main St. and Railroad Cyn. Rd.
for info: 714-674-2646 or 676-4718

DeAnza Cycle Park Racing Club
MX Racing Every Sunday —
Membership Not Required
Member Sportsman $7 —
Member Experts $12
Non-member add $2
Points to members
100% trophies to Minis & Pee Wees-50% trophies to Vets
Plus 30% trophies to Sportsmen—same day brass
Park fees—bike & rider $4, spectators $3 Why pay more?
Free overnight camping—pay once, stay all weekend
Gate opens 6:30 — Practice 8:30 — Race 9:30
Weekdays & Sat. (714) 653-4558 Sun. (714) 653-7979

CRC Hobo 100
Family Enduro
Sunday, April 8
Lucerne Valley
3 loops
CRC Points
8 am start
714-689-6114 days

RESULTS

Marysville Motocross Riverfront Park, Marysville, CA March 18, 1979 By Ramie Sexton

125 EXPERT	
Dave Hollis	Yam
Dave Couple	Suz
Michael Preston	Suz
250 EXPERT	
Randy Losh	Mai
Dean Wiggins	Mai
Joey Schlad	Mai
OPEN EXPERT	
Bob Myers	Mai
Eric McKenna	Mai
Parry Klassen	Mai
125 JUNIOR	
Kevin Droivold	Suz
Ronnie Thornton	Kaw
Jim Cressa	Hon
250 JUNIOR	
Bill O'Donnell	Hon
Craig Stair	Mai
Scott Allen	Suz
OPEN JUNIOR	
Scott Stephens	Mai
Charles Smart	Suz
Bob Davis	Yam
125 NOV DIV I	
Jeff Akers	Yam
Bob Shafer	Suz
Wayne Martin	Suz
125 NOV DIV II	
Jim Bolewicz	Suz
Guy Santos	Hon
Bill Kyer	Suz
250 NOV DIV I	
Wayne Snow	Suz
Tom Polito	Hon
Marco Stanley	Hon
250 NOV DIV II	
Don Risso	Hon
Jimmy Rich	Hon
Larry Dashiell	Bul
OPEN NOVICE	
Tom Cargile	Hus
Rony Bartolomei	Suz
Kirt Austin	Mai
100 SPORTSMAN	
Jimmy Souza	Suz
Curt Carlozza	Yam
Stu Perry	Yam
POWDER PUFF	
Marcy Lewis	Suz
Shelley Coffey	Suz
Donna McGlothlin	Suz
100 MINI NOV	
Don Barnhart	Yam
Brian Vlahos	Suz
Steve Bost	Yam
100 JUNIOR (MINI)	
Loren Turner	Yam
Steve Machado	Yam
Lauren Godbee	Suz
80 NOVICE	
Tommy Seidel	Kaw
Shaun Wooten	Suz
Tim Natchett	Kaw
80 JUNIORS	
Greg Michalec	Suz
Jeff McCrary	Suz
Keith Fox	Yam
80 EXPERT	
Tim Aston	Kaw
Tyson Vohland	Yam
Greg Vlahos	Kaw
50 NOVICE	
Larry Azevedo	Suz
Jamie Wooten	Suz
VETERAN NOVICE	
Jim Arbogast	Yam
Jim Swanson	Suz
Walter Glenn	Yam
VETERAN JUNIOR	
Jim Souza	Mai
Jack Coulombe	Suz
Tom German	Mai
VETERAN EXPERT	
Bill Grigg	Mai
Steve Machado	Hus
Charlie Sexton	Yam
OLD TIMER NOVICE	
Harold Noell	Mai
Don McKenzie	bul
Wes Kauzzman	Mai
OLD TIMER JUNIOR	
Jesse Dean	Yam
Lawrence Parker	Mai
Buel Campbell	Mai
OLD TIMER EXPERT	
Dick Mann	suz
Larry Johnson	Yam

Rough Scrambles Oakdale, CA Mar. 18, 1979 By Ann Carr

100 EX	
Doug Chandler	Suz
Vance Sherfield	Yam
80 JR	
Allen Knight	Suz
80 EX	
Doug Chandler	Kaw
Aaron Hill	Kaw
Vance Sherfield	Yam
80 NOV	
Loch Names	Yam
Bob Sisco	Yam
60 NOV	
Ricky Brazil	Suz
MAXIS	
125 NOV	
tiny Pettit	Yam
Mike Dangelo	Yam
125 JR	
Danny Moore	Yam
David Pettit	Suz
250 NOV	
Jeff Fulton	Yam
Rick Pacheco	Yam
250 JR	
Robert Wright	Yam
250 EX	
Richard Arnaiz	Hon
Ben Zakarian	Kaw
Dale Hansen	Yam
OPEN NOV	
Mike Hurst	Yam
Bob Davis	Mai
OPEN JR	
Joe Knight	Yam
Tom Knight	Suz
OPEN EX	
Alan McGehee	C-A
Dennis Spence	Yam
VETS	
Joel Roitinger	Mai
Richard Bettencourt	Yam

Hills Ferry Short Track, Newman, CA March 17, 1979 By Ann Car

MINIS	
80 NOV	
Gary Siler	Yam
Jason Paoli	Yam
80 JR	
Woody Rogers	Yam
80 EX	
Kurt Chandler	Yam
Aaron Hill	Kaw
Steve Hill	Suz
Adam Sabedra	Yam
100 NOV-JR	
Chris Roehlk	Suz
Mike Macedoj	Yam
100 EX	
Kurt Chandler	Yam
Shawn Black	Yam
Adam Sabedra	Hon
MAXIS	
125 NOV	
Tiny Pettit	Yam
Jerry Lanning	Suz
125 JR	
Danny Moore	Yam
Tony Holdsclaw	Yam
250 NOV	
Scott Dickerson	Kaw
Greg Gray	Yam
Chris Fisher	Suz
250 JR	
Larry Krusemann	Yam
Ron Mayfield	Yam
Blair Newell	Yam
Chuck Aksland	Yam
250 EX	
Kim Jorgensen	CA
Danny Hogue	HD
Rick Almeida	CA
Roger Slack	Yam
Bill Scott	Yam
360 JR	
Joe Knight	Gri
Phil Bakarich	Hon
360 EX	
Johnny Pittman	Bul
David Boyles	Hon
Dwayne McCaslin	Bul
500 NOV	
Joe Carrera	Yam
Richard Braquet	Suz
500 JR	
Joel Green	Yam
Hector Alcala	Yam
500 EX	
Mark Key	Yam
Jim Mertens	Yam
Ricky Graham	Yam

CMMC Motocross Barona Oaks Rcwy. San Diego County March 18, 1979 By Rod Eschenbrug

80cc MINICYCLE CLASSES	
STOCK EXPERT	
Scott Swift	Suz
Ronnie Lechien	Yam
Danny Almond	Suz
MODIFIED EXPERT	
Ronnie Lechien	Yam
Bryon Antonacci	Yam
Sam Storer	Kaw
STOCK INTER (12-16)	
David Crowson	Suz
Chris Lance	Suz
Taylor Marcell	Kaw
MOD INTER (12-16)	
David Crowson	Suz
Jon Jon Belisle	Suz
Chris Lance	Kaw
STOCK INTER (9-11)	
Brandon Schneider	Suz
Charlie Sampson	Suz
Charlie Taylor	Suz
MOD INTER (9-11)	
Brandon Schneider	Suz
Charlie Sampson	Suz
Charlie Taylor	Suz
STOCK NOVICE (12-16)	
A.D. Pifer	Suz
Robert Brockman	Kaw
Darryl Goya	Suz
MODIFIED NOV (12-16)	
Darryl Goya	Suz
Larry Butler	Kaw
Arni Lemon	Kaw
STOCK NOV (9-11)	
Mike Fisher	Kaw
John Conney	Yam
Loren Workman	Yam
MODIFIED NOV (9-11)	
Mike Fisher	Kaw
Chris Morgart	Suz
Roger Ogle	Kaw
SPECIAL 105cc MINI (OPEN)	
Bryan Antonacci	Yam
Ronnie Lechien	Yam
Sam Storer	Kaw
MOTORCYCLE CLASSES	
125cc STOCK INTER	
Jeff Almond	Suz
Dean Gurhold	Yam
Scott Hamilton	Suz
125cc MOD INTER	
Mark Howell	Suz
Scott Hamilton	Suz
James Cloud	Suz
125cc STOCK NOV	
Gary Rodriguez	Yam
Randy La Coste	Suz
Rick Kenyon	Suz
125cc MOD NOV	
Jack Lewis	Suz
Gary Rodriguez	Yam
Randy La Coste	Suz
100cc STOCK NOV	
Billy Evans	Yam
Donnie Harries	Yam
Warren Sleight	Suz
100cc MODIFIED NOV	
Warren Sleight	Suz
Donnie Harries	Yam
Keith Barnett	Yam
MODIFIED (6-8)	
Steve Hale	Suz
Ray Swearinger	Suz
Mike Sanches	Suz

Mica Mines Trials Mica Mine, AZ Mar. 11, 1979 By C.A.T.

EXPERT	
Tom Foy	Bul
Richard Bowden	Mon
Steve Bigler	Suz
Eric Schertz	Bul
Ron Saum	SWM
Babe Sarver	Bul
Dan Williams	Bul
Eric Eppard	Mon
AMATEUR	
Kris Kircher	Bul
Steve Dickson	Ossa
Paul Goble	Bul
Fred Myanard	Hon
Garth Sleater	Bul
John Ruggles	Bul
Matt Hilgenberg	Yam
Harlan Young	Yam
NOVICE	
Mark Allen	Bul
Tom Platt	Bul
Rodger Footitt	Yam
Jim Logue	Suz
George Naidl	Bul
Steve Holdread	Hon
Tina Foy	Yam
Suzi Saum	SWM
Ed Smith	Yam
SEMI-NOVICE	
Lee Stallings	Suz
Jerry Lopez	Yam
Arlene Sarver	Yam
Patsy Giemsoe	Yam
Joey Naidl	Yam
Tom Thrash	Yam
John Burt	Yam
Lucy Williams	Yam
Marilyn Ruggles	Yam
Laurie Eppard	Yam
Jim Burt	Yam
BEGINNER	
Mike Errigo	Hon
John Nolan	Bul
Dan Hoehner	Hon
Ron Allen	Yam
Bill Carugno	C-A
Richard Nolan	Bul
John Allne	Bul
John Williams	Bul
John Jackson	Yam
Mike Kirk	Bul
SENIORS	
Seldon Smith	Yam
Howard Glemsoe	Yam
JUNIOR	
John Tencer	Yam
Mark Carter	Bul
Charles Naidl	Yam

GNC

(Continued from page 44)

the lead for good, and McBride crashed racing with Fouts. Then, McCullough bailed off and dropped back into a four-rider battle with Bray, Fouts, and Troy Blake from Arizona. At the finish Bryan Taylor was a secure first and Greg Fouts passed Todd Bray for second.

The 50cc Mini Minis were no less than spectacular with riders from the Southeast sweeping the top four positions. Several of the competitors looked better than most of the Experts, and the race for the lead in the early laps between eventual winner Keith Turpin from Forest Park, GA and Ronnie Tichenor from Florida was a classic. B.B. McLeod from Florida led the first lap in front of Jimmy Johnson, Jr. from Arkansas with Turpin and Tichenor right behind.

On lap two, McLeod crashed but remounted. Johnson gave way to Turpin and Tichenor, and they went at it for three laps until Tichenor slid out allowing Jimmy Johnson back into second for good. Tichenor recovered for third ahead of Shelton Smith, Tiger Foytik, McLeod, and Texans Angie Scott and Eddie Vreeland.

It was a Texas rider sweep of the Junior Minicycle class but it came down to the final half lap before Carroll Richardson from Ft. Worth edged out Hardluck Pitts and Stacy Marek. Richardson on a Suzuki had to let it all hang out over one of the towering Supercross jumps to pass Pitts and Marek who had refused for almost five laps to given an inch. Any of hte three could have won the event as they finished within a second of each other.

For Hardluck, it was his first loss during the entire Texas Regional qualifiers and even though the 'Dome eliminations. And Stacy Marek from Rosenburg ran the race of his life and almost pulled off the biggest win of all. Behind the Texas trio were Greg Callahan from Louisiana and Jeff Davis from Arkansas who had their own private battle for fourth.

Over 30 class defending champion Billy Click from Houston made a little GNC history himself as the first to ever repeat as Grand National Champion. But the outcome was seriously in doubt until Click wired it open over the five scoring line whoops to pass fellow Houston rider Jim Barnes. Barnes on a Penton and Click on a Honda had the best race of the night that lasted for six laps after the pair disposed of holeshot artist Dennis Baker. Swapping the lead every lap as each rider enjoyed a particular strength at certain sections of the track, it all came down to the final five jumps that Click and everyone in the Astrodome knew he would have to chance a crash to save his title. Billy hit the last one wide open and passed Jim Barnes in mid-air to beat him by 12 inches.

The 1979 GNC International Finals were a history making event indeed, and for the first time, results of the Ladies Division race goes down in the books.

"That was the easiest thing I've ever done," said winner Kathy Holman from Houston as she destroyed the competition practically lapping the field on her Honda 250CR. Kathy was a pre-race favorite for the event until rumors of a tough California contingent participating dropped the odds. But a challenge to Holman's superiority never materialized as she roared off to a big win over Leta Collins from Jackson, TN and Belva Qualls from Pensacola, FL.

The Novice divisions were as crazy as might be expected but also involved some of the toughest racing action of the night. In the 125cc Novice class Grand Finale Bill Mount from Jackson, TN grabbed the holeshot only to discover that he hadn't turned the fuel on. Quickly dropping back to sixth as five riders passed his stalled Yamaha, Mount then turned the petcock on and then for the next five laps *really* turned the gas on.

After the second lap the order was Eddie Steele, Terry Waldhelm, Mount, Andy Murray and Tiner Mayfield running for the lead. Terry Waldhelm from Texas and Bill Mount began dicing for the lead on lap four as Murray from Texas challenged from third. Then Waldhelm blew his shot at the title crashing out and again Bill Mount found himself leading. At the finish Mount barely held back the inspired charge of Suzuki rider Andy Murray who was runner-up.

The 250cc Novice class had been in previous years rather dull events, but not this time. The top five riders changed every lap with the leaders crashing themselves out until Eddie Taylor from Clarksville, TN made some sense out of the proceedings to take the lead and hold it to the flag. Bubba Birmingham from Louisiana led into the first turn but crashed and then remounted to finish in 10th.

As Taylor inherited the lead, Texas riders Glen Goodier and Darren McKee were second and third. That didn't last long either as both riders went down eventually finishing seventh and ninth. Then Paul Bordelon picked off by late charger Tim Wagner from Texas. Tommy Hudson from Texas and Wesly Guy from Oklahoma moved up in the last lap to claim fourth and fifth, miraculously avoiding the crashes and mistakes of the other front runners. ●

Results

MICRO MINI: 1. Keith Turpin (Suz); 2. Jimmy Johnson, Jr. (Suz); 3. Ronnie Tichenor (Yam); 4. Shelton Smith (Hon); 5. Tiger Foytick (Ita); 6. B.B. McLeod (Suz); 7. Angie Scott; 8. Eddie Vreeland (Suz); 9. Gary Salter (Ita); 10. Scott Slay (Suz).

MINIBKE JR: 1. Carroll Richardson (Suz); 2. Harluck Pitts (Kaw); 3. Stacy Marek (Yam); 4. Greg Callihan (Yam); 5. Jeff Davis (Suz); 6. Doug Fellers (Kaw); 7. Danny Storbeck (Suz); 8. Billy Whitley (Yam); 9. Richie Hull (Yam); 10. Kent Eliff (Suz).

MINIBIKE SR: 1. Bryan Taylor (Yam); 2. Greg Fouts (Suz); 3. Todd Bray (Suz); 4. Troy Blake (Kaw); 5. Scooter Stafford (Yam); 6. Tibbs McCullough (Suz); 7. Robbie Brown (Kaw); 8. Randy Seawright (Suz); 9. Ken Dunlap (Kaw); 10. Bobby Gilbert (Kaw).

MINIBIKE STOCK: 1. Randy Hatten (Suz); 2. Roger McBride (Yam); 3. Ken Dunlap (Kaw); 4. Robbie Brown (Kaw); 5. Troy Blake (Kaw); 6. Darren Myers (Suz); 7. Darren Burns (Kaw); 8. Scooter Stafford (Yam); 9. Greg Fouts (Suz); 10. Scotty Tobitt (Suz).

100cc: 1. Randy Hatten (Suz); 2. Wendell Simmons (Kaw); 3. Wayne Thompson (Suz); 4. Craig Raymond (Yam); 5. David Week (Yam); 6. Tim Butler (Suz); 7. Todd Frederick (Yam); 8. Randy Butler (Suz); 9. Rodney Wiginton (Hon); 10. Brad Hallak (Suz).

125cc NOV: 1. Bill Mount (Yam); 2. Andy Murray (Suz); 3. Doug Brown (Suz); 4. Robert Beardsley (Yam); 5. Wesley Guy (Yam); 6. Eddie Steele (Suz); 7. Rodney Danner (Kaw); 8. Lance LaBure (Suz); 9. Jody Doescher (Suz); 10. Jerry Skinner (Suz).

125cc INT: 1. Alley Semar (Hon); 2. Curtis Rough (Kaw); 3. Jim Vaughn (Suz); 4. Keith Davis (Hon); 5. Don Burns (Suz); 6. Paul Bacon (Suz); 7. Kenny Pavlica (Suz); 8. John Pollard (Yam); 9. Chris Christoph (Hon); 10. Jimmy Booth (Kaw).

125cc EX: 1. Mickey Pizzitola (Kaw); 2. Todd Young (Suz); 3. David Kind (Yam); 4. Carlo Musso (Suz); 5. Clay Hoenshell (Yam); 6. David McClain (Suz); 7. Ricky Palmer (Yam); 8. James Roberts (Suz); 9. Mickey Coggins (Suz); 10. John Bersch (Hon).

250cc NOV: 1. Eddie Taylor (Suz); 2. Tim Wagner (Suz); 3. Paul Bordelon (Hon); 4. Tommy Hudson (Yam); 5. Wesley Guy (Yam); 6. Trent McConnell (Yam); 7. Glen Goodier; 8. Paul Baker (Hon); 9. Darren McKee (Hon); 10. Bubba Birmingham (Suz).

250cc INT: 1. Bryan Grayson (Hon); 2. Keith Tarver (Yam); 3. Rudy Wall (Hon); 4. Marty Wright (Suz); 5. Jeffrey Frazier (Hon); 6. Ben Theriot (Hon); 7. Chandler Baker (Kaw); 8. Phillip Johnson (Kaw); 9. Gary Parker (Yam); 10. Jimmy Neill (Yam).

250cc EX: 1. Mickey Pizzitola (Hon); 2. Michael Tripes (Suz); 3. Kirk Spencer (Yam); 4. Clay Hoenshell (Yam); 5. David Hussey (Yam); 6. Mike Collinson (Hon); 7. Rickey Collins (Hon); 8. Ron Watmore (Yam); 9. Pedro Perales, Jr.; 10. Ronnie Madole (Suz).

OPEN: 1. Jim Vaughn (Suz); 2. Tracy Durham (Suz); 3. Chuck Nochols (Hon); 4. James Kinzler (Hus); 5. Potts Thomas (Suz); 6. Bob Wilson (Yam); 7. Chuck Taylor (KTM); 8. Troy Ruf (Suz); 9. Doug Melton (Yam); 10. Eric Berg (Yam).

LADIES: 1. Kathy Holman (Hon); 2. Leta Collins (Yam); 3. Belva Qualls (Suz); 4. Susie Livingston (Yam); 5. Patti Summerall (Yam); 6. Vicki Semar (Hon); 7. Lana Outland (Suz); 8. Vicki Haag; 9. Liz Polk (Suz); 10. Lynette Zuber (Yam).

OVER 30: 1. Billy Click (Hon); 2. James Barnes (Pen); 3. Bob Pope (Mai); 4. John Biglane (Yam); 5. David Root (Mai); 6. Curtis Burns (Mai); 7. Danny Cole (Suz); 8. Nick Castillo (Suz); 9. Ron Tuzinsky (Yam); 10. O.B. Shelburne (Yam).

WANT ADS

Help Wanted

New dealership needs staff
Experienced parts & accessory person and experienced mechanic. (805) 497-1783 or (213) 889-2447. (14)

Wagon Jobbers
Cycle News wants you to help establish Cycle News dealers throughout the county. Contact Mr. Tom Culp at the following address for further information: CYCLE NEWS/WEST, 2201 Cherry Avenue, Long Beach, CA 90801. (213) 427-7433. (9/TFN)

Suzuki Technician
2 years minimum experience; customer service, new bike prep. MUST have tools. PARTS/ACCESSORY PERSON: 2 years experience; selling, stocking, etc. Mechanical experience a must. M/C SALESPERSON: Successful closer, experienced in DMV, contracts, insurance. An expanding "family" store requires good people with stable work records. Good earnings and benefits to self-starting, goal oriented persons. Call PHIL (714) 639-7771. (12)

Time to change?
Position available for above average Honda motorcycle service technician with large progressive Southern Calif. Honda/BMW dealership. Earn up to $30,000.00 per year. Group insurance available, pension plan. Relocation allowance for right qualified and experienced person. Send resume to Bill Robertson' & Sons Inc., 6525 Santa Monica Blvd., Hollywood, CA 90038. 213/466-7191. Attn: Max (13)

Assistant Parts Manager
Experience in Harley-Davidson or Yamaha necessary. Call Joe at DALE'S MODERN CYCLE, 225 E. Baseline, San Bernardino, CA 92410. (714) 884-6464. (13)

Honda mechanic
3 years experience, good potential for right person. Call Ken at (213) 391-6217. (11/TFN)

Parts Manager
Honda parts experience required. Want aggressive, growth oriented individual with ability to organize. Management experience not required for the right person. Send resume to P.O. Box 475, Van Nuys, CA 91406. (11/TFN)

WANTED: Experienced Yamaha partsman. 5 day week. (213) 635-8058. (44/TFN)

*Sales*Parts*Service
3 good men or women needed for sales, parts, and service. Experience only. Salary open. OUT OF TOWNERS — Will negotiate moving expenses. Serious inquiries call collect. HOLLYWOOD KAWASAKI (213) 466-8451. (12)

Honda mechanic wanted
One of Southern California's largest Honda M/C dealers is looking for an exp. Honda mechanic. Commission, insurance, and profit-sharing. Guaranteed year round work. Contact Allen or Gary at ONTARIO HONDA, 931 W. Holt Blvd., Ontario, CA 91761. (213) 331-7115 or (714) 983-0695. (45/TFN)

Experienced Honda mechanic
Wanted in Sacramento area. 3 to 4 years min. Honda experience. Benefits, new expanded shop. CARMICHAEL HONDA, CARMICHAEL, CA. Contact Aubrey Locke (916) 944-1393. (13)

CYCLE ACCESSORIES & camping gear store, salesperson/manager trainees needed. Experience required. GREAT OUTDOORS, 420-I South Fairview, Goleta, CA 93017. (805) 964-5313. (14)

R & D Technician
Operate dyno, heli arc weld, run lathe, read engineering drawings, fabricate weld fixtures. Be a part of a fast growing development team for leading motorcycle accessory manufacture. Good pay & benefits if you qualify. Call Sam Wheeler at MCM MFG. (714) 635-0850. (10/TFN)

Partsman
Hard working, intelligent person, willing to learn Honda auto parts. Call Mr. Brown (213) 282-1415. (13)

Suzuki mechanic
Experienced only need apply. Full-time, 5 day week. DOWNEN CYCLE CENTER, 213/865-8223 or 714/521-5343. (12)

White Bros.
Shipping dept. is growing. We are looking for an intelligent hard worker, to help in shipping & assembly. WHITE BROS. (714) 638-1653. (13)

Salesman needed
So. California's largest Honda agency is seeking a part-time commissioned salesman for nights & weekends. Street bike riding experience preferred. Call Mr. LeBard at (213) 691-0553 or (714) 879-8252. (13)

Office help
No experience needed, will train. Part-time San Fernando Valley. (213) 873-6100. (12)

MC salesperson, exp. only
Sell 3 top brands, Harley-Davidson, Honda, and Yamaha. Guaranteed salary + commissions. Excellent company benefits. See or write DICK HUTCHINS at 2531 S. Main St., Los Angeles, CA 90007. (8/TFN)

R & D Assistant
To work for larger aftermarket distributor of M/C parts in developing and researching new items. Must have experience in retail M/C shop or accessory business. POB 1431, Sunnyvale, CA 94036. ATTN: PRODUCTS DEPARTMENT.)14)

Mr. Goodwrench
Excellent opportunity for commissioned mechanic. Year round, lots of work. Experience required. Call Doug or Wally at (213) 564-5666. SO-LYN HONDA-SUZUKI, 9735 Long Beach Blvd., South Gate, CA 90280. (13)

Shop Foreman
Kerker exhaust, a Div. of Kendick Eng. in Canoga Park is looking for an experienced shop foreman. Must be familiar with tube bending, welding, gen. machine shop. Salary based on experience. Contact Mike Jenkins, Mgr. or Personnel Dept. (213) 999-3060. (15)

Lot man wanted
No experience necessary, will train. Must be strong, dependable and willing to work long hours. BURBANK HONDA (213) 845-2117. (12)

Honda mechanic
2 years experience. Opportunity to get out of the rat race. Top wages with company benefit program. Live in the heart of good hunting & fishing in Southwestern Montana. Call (406) 842-5451 or write P.O. Box 557, Sheridan, Montana 59749. (12)

Motorcycle Accessories
Retail manager and sales people needed for high volume stores. Salary, commission and benefits. Mr. Bosh (213) 999-2811. (14)

Auto Partsperson
Import experience with Honda car & cycle parts preferred. Great opportunity for right person. L.A.X. area. Contact Bill Paine (213) 649-2440 or (213) 776-7055. (3/TFN)

Assistant Service Manager
Experience in Harley-Davidson or Yamaha necessary. Call Joe at DALE'S MODERN CYCLE, 225 E. Baseline, San Bernardino, CA 92410. (714) 884-6464. (13)

Honda Partsperson
Now accepting applications for experienced parts personnel. Call LAKEWOOD HONDA-HUSQVARNA, Bill Mallman (213) 860-1354. (10/TFN)

Partsperson
Full time opening for experienced parts counter help. Call Pat at (714) 524-1200. (12)

Route Salesman
Well established territory, immediate employment with high income opportunity. Salary + commission. (213) 532-6893. (13)

Monterey Bay Area Sales & Parts positions
Small, fast growing Kawasaki/Maico dealership has openings for salesman/gen. mgr. Parts mgr./counterman Pay negotiable based on experience. Contact Santa Cruz Kawasaki at (408) 476-9893. (14)

3 positions available
1 of Southern California's largest Honda motorcycle dealer is expanding once again. We need an experienced partsman and service manager capable of handling a high volume service dept. and a F&I specialist experienced in motorcycle or auto. Excellent company benefits. Contact Allen at (714) 983-0695 or (213) 331-7115 or send resume to ONTARIO HONDA, 931 W. Holt Ave., Ontario, CA 91761. (8/TFN)

Exp. salesman wanted
Good earning potential for person who can take charge. (213) 635-8058. (12)

Experienced parts person
Needed immediately. Alba Honda, HUSQVARNA, MAICO, KTM, BULTACO, Encinitas, CA. North San Diego County. (714) 436-9771 ask for Tim. (13)

Parts position available
Opening available for parts and accessories dept. Assit. mgr., must have Har-Dav experience and be willing to learn Honda & Yamaha. Xlnt. company benefits. This is a golden opportunity for the right person. Send resume and salary requirements to LOS ANGELES HARLEY-DAVIDSON, 2531 S. Main St., Los Angeles, CA 90007. (TFN)

H-D Mechanic
Experienced Harley-Davidson mechanic wanted. Prefer factory trained. Good environment to work and live. HARLEY-DAVIDSON of RENO, 3180 Mill St., Reno, Nevada 89502. (702) 329-2913. (12)

Honda mechanic
Experience required, BMW knowledge a plus. Excellent working conditions, Clean Orange County location. Call Mark at (213) 691-0553 or (714) 879-8252. (12)

Mechanic
New Honda-Yamaha dealership growing fast. 2 & 4 stroke experience necessary. Guaranteed salary * commission. (602) 281-9300. (13)

Honda mechanic, experience
necessary. ALBA HONDA, HUSQVARNA, MAICO, KTM, BULTACO. Encinitas, CA. North San Diego County. (714) 436-9771. (12)

Honda mechanic
Lots of work. Top pay and benefits — 5 days. (714) 531-0742. (42/TFN)

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One experienced partsman and one journeyman mechanic for 30 years H-D dealership in Sacramento. Excellent working conditions, all major benefits. Armando Magri (916) 929-4680. (12)

Business Opportunities

Dealership for sale
Yamaha, Kawasaki, Norton, Bultaco, will sell for inventory. ENCINO CYCLE (213) 345-0475 or (213) 987-2566. (12)

Yamaha dealership for sale
In heart of recreational area, Lake Isabella, California. After 6:00 p.m. (714) 379-2885. (9/TFN)

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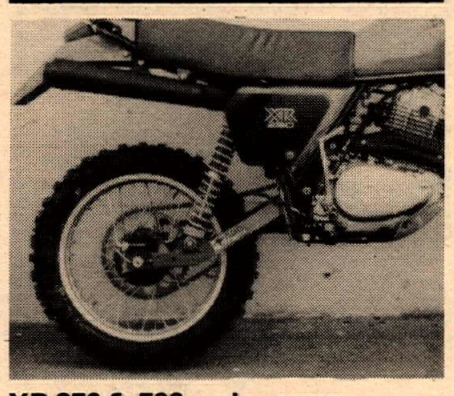

XR 250 & 500 swingarms
Up to 10" travel — 57" W/B, chromolly construction — chain tensioner and guide fit — 17-17½" shocks. Swingarm — $170.00, w/Works Perf. shocks — $310.00. Dealer inquiries invited. HONDA ESCONDIDO (714) 746-5711. (13)

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The famed Mexicali 250 Desert race was dominated by these Yamaha riders using Al Baker's custom tuned suspension. Don't be smoked in the rough, call Al Baker's FMF and reserve an appointment today. (714) 244-5425 (12)

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Perfect condition. K-91's $950. (714) 652-3003 work; (714) 653-4046 home. (12)

78, RM125
(714) 734-0094. (13)

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TZ-250, fresh engine, mint, many, many spares. (415) 234-5822 (15)

Side-hack
Mag wheels, disc brakes, chromoly frame, automatic, Rokon motor (room for other), $1000 or best offer. (303) 823-6691 (Col.) (12)

Wanted: Fontana brake
Need 180mm Fontana front brake, with or w/o rim, daytime call (916) 241-3232, ext. 331, ask for Sue or send card, I'll call you. Tom Shine, p.o. Box 4782, Redding, Calif. 96001. (12)

1975 360 ASTRO, new engines, paint, nickled frame, immaculate, fast. (209) 634-7714 (12)

1977 KTM 250
Excellent cond., new rear tire, speedo, leather tool bag, must sell immediately, $595. (213) 376-7180 (12)

SHERPA-T 350, 1974, good condition, $450.00. (714) 992-5406. (12)

'78 Yamaha YZ 250 E
Well maintained, $900.00. (714) 270-9577. (12)

1974 HUSKY 400cc. New in '75, like new, Curnutts, Boysen, Reed, barrel. $495.00. Long forks. 1-(213) 663-8976 or 1-(213) 660-0369. (12)

'77, 250 MAICO AW, good condition, ported, stock bore, stored 1 yr. $675.00 or offer. Eves. (805) 255-8594. (12)

'78 Yamaha YZ250
New Luft shock & Terry kit, $1200.00. Also '75, 400 MX Mono, $550.00. Both mint cond. Must sell. (213) 843-9608. (12)

Mini Elsinore
Excellent condition, never raced — beautiful — must see — $400. (213) 348-3184. (12)

Works Performance shocks
For P.E. 175 or 250 — just like Team Suzuki — less than 100 mi. You might like 'em! Call Doug (714) 528-0046. (12)

CR250R & 125R aluminum arms
Factory copy aluminum arm. 3 lbs. lighter than stock and stronger. No modifications necessary, available in Honda Red or Gold anodize. Order now for early delivery. $109 for 125cc & $139 for 250cc. (714) 627-0265. (12)

BULTACOS 1970 SHERPA S 100, $425.00. 1973 Pursang Astro 327, $400.00. 1968 Metralla MK. 2, $700.00. All excellent mechanical condition. No work needed. (805) 526-1976. (12)

Honda of Oceanside
Overstock Sale: '79 CR 125s & 250s. '79 XR 185 250s. '79 XL 500 & XR 500s. Call owner Bob Ende (714) 433-6830. (15)

Jawa Speedway bike
Excellent condition, many extras including: Handlebars, fenders, gears, fuel, tires, piston, chain guard, and more! $900.00. (714) 737-5411. (12)

Cycle trailer 5 rail
'76 Comet with solid wood between metal rails. Fenders, lights, 3-sides, 15" wheels, $500. (213) 341-4481. (12)

$2000.00 RM 100cc
D-G racer — gold rims, 8 gauge spokes — gold swingarm, seat kit, bars, gold head, etc. Xtra barrel, piston, pipe. Bike bought new 1-5-79. It has 7 races on it (Golden State Series winner.) $700.00 or trade. Don (213) 865-8419. (12)

400 Maico Magnum, $1250.00
New tires — fresh engine — 17½" Fox Shox. Injury forces sale! (213) 728-6039. (12)

'78 Red Rooster
Honda CR250R, excellent condition, Fox Airshoxs, Metzelers, much more. Over $2,100 invested, sacrifice $1,300. (714) 528-0816. (12)

1974 Kawasaki Z1 900
Cafe style, good condition, lots of extras, $1600 or best offer. Will trade for older pick up truck. Must sell. (213) 865-5920 after 7:00 p.m. or (213) 379-3344 ask for Paul. (12)

TECATI Enduro entry wanted. Call Jay (213) 429-0850. (12)

Super YZ400E
White Bros. 12" travel monoshock with reservoir. Pro-Fab swingarm, 11¼" travel front forks, Sun heavy-duty gold anodized rims, heavy-duty spokes front & rear, ported by Bassett, LOP, air filter, '79 seat, new gas tank, $1,150. Marty, 8 to 4 (714) 925-9262. After 5 (714) 927-3804. (14)

Trade your XR for my RM80
I have a trick Suzuki RM80 with aluminum swingarm, S&W shocks, 17" aluminum front rim, modified leading axel forks, pipe, carburetor, porting and porky pine head, that I want to trade for your sano '77-'79 model XR 75 or 80. Don't miss this deal! (714) 753-7573. (12)

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Coverage of Round two of the 125/250 National MX Championship Series at Saddleback!

'77 YZ80D
Super clean, low mileage, $375.00. (213) 782-1191. (12)

O'Brien restrictors dominate
1st, 2nd, & 3rd place — Tampa — 3/3/79. 1st & 4th place — Daytona — 3/4/79. 1st, 2nd, & 3rd place — Daytona 3/7/79. O'Brien heads with Billy Libre, 1st place 3/7/79, ½ mile. Triumph, BSA, Norton, H-D, and Yamaha, $60 per set. Yamaha manifolds, $22 per set. O'Brien Flowmetrics, 4651 62nd Avenue North, Pinellas Park, FL 33565. (813) 525-5639. (12)

Ducati 860GT AAMRR #552
Spring motor touched by Ham. After Daytona, would you believe this is a fast, reliable, true Italian beauty well worth $2,500. Race ready. Please call Dave (617) 421-1422. (14)

Husky 400 '75, Ossa 250-'74
Husky 6 speed — Fox front end — Works shocks, excellent condition — mild porting, $450. Ossa Pioneer Enduro — low mileage, excellent condition — street legal, $350. (213) 284-0105 or (213) 258-4033. (12)

'79, 250 Maico Mag II
Two months old, ridden twice, $1675. 1-(714) 770-9548. (12)

I lose to gas crunch, my toy
'79 Honda XR-185, ridden 3 times, less than 100 mil. Sac. $900.00, paid $1,400 two months ago. Call Don (213) 456-6653 days or (213) 539-2958 eves. Help!!! (12)

Tecate 500 entry with bike
Overcome by events, Yamaha TT500, Simons forks, Curnutts, many more extras and spare parts, ready to go with Tecate 500 entry. $1300.00. (714) 481-8492. (12)

YZ-RM 80 thru 400
Heavy duty vinyl double stitched seat covers, $16.95. Includes C.O.D. and shipping. A.J.R.P., 13860 Milbank St., Sherman Oaks, CA 91423. (213) 784-4772. (11)

1973 Husqvarna 250 CR
5 speed gear box, J and R silencer, Petty fenders, one ride on new Mulholland shocks, Diamond chain, stock Husky tank plus 1½ and 3½ gal. white tanks, Cheng Shin ISDT tires front and rear, VDO speedo, enduro tool box, two swingarms, ENDURO READY. Machine is entered in 4 enduros per year. Cherry condition. Excellent trail or play bike. $645 or best offer. (714) 894-3638. (9/TFN)

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Contact us first on parts you can't find. Scooters, English, Italian, German, American Indian, Harley, Japanese. Also, motorcycles compt. or to restore. Long, Miami (305) 325-0775. (14)

Can-Am parts
Complete inventory of all Can-Am parts. All years and models. Orders shipped UPS same day. Fox Trail Motors, Algonquin, IL 60102. (312) 658-5284. (50-1979)

1978 Bultaco Pursang 370
Set up for racing by Steve's Bultaco. Like new, $995.00. (213) 398-8732. (12)

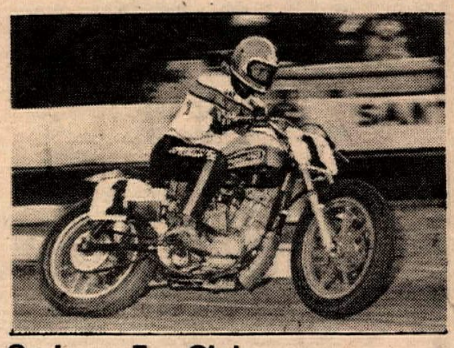
'76, 250 Maico $600-CZ-400, $200
'76 AW 250 Maico, clean, fresh, $600. '73, 400 CZ, $200. (213) 396-4487. (12)

Yamaha YZ 80 D
With E frame — completely rebuilt — new cases — crank — precision bearings — MotoPlat — C.D.I. — cut gear — 17" Dia. wheel — air caps — aluminum front rim and spokes — never raced after rebuild — runs like crazy — not buying extras — Must see, $400. (213) 348-3184. (12)

XR750
Brand new — never raced, $5,500.00 firm — Private party (714) 481-7689. (12)

'75 KTM 400
Very fast, very reliable. Original owner. In storage last 1½ years. Super buy at $550.00. (213) 360-6868. (12)

Honda CBX '79
4100 mi., excel. cond. (213) 330-8162 — $3,000. (12)

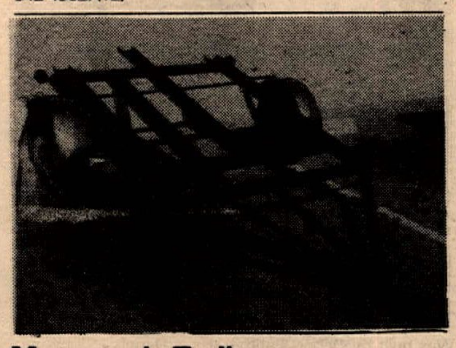


Springer Fan Club
Send $1 and a self-addressed stamped envelope to: "Springer Fan Club," c/o Bruce Papes, Jr. — President, 3155 Willardshire Road, Joliet, IL 60435. (815) 439-1185 or (815) 439-1186. (12)

'78 CR 250R Honda
All the extras. Simons, forks, Fox Shox, Rowe, Yokohama, Gunnar, DeHandlers, K&N, super Pro class bike, $2,700 invested. $1800 or best. (714) 864-2540 after 5:00. (12)

RM 125C
'78 in mint condition. $650 or best offer. (213) 377-1403. (12)

KTM — Montesa
'77½ KTM 250 — expertly maintained — super clean, $850.00. '77½ Montesa 360 VB — leading axle Cerianis — Works shocks & more — super clean. (714) 842-4982. (12)



Motorcycle Trailers
2 to 5 rail custom built motorcycle trailers. Dealer inquiries invited. (213) 630-3799 or (213) 861-7721. (1/TFN)

Look Dam-It RM125C "78"
New cond. stock, bore, fresh Metzelers, completely stock — $800.00. A real bargain. Afternoon (209) 896-7386. (12)

'78 YZ250 + 2 '77 RM 100s
YZ hardly ridden, two tanks, rim savers, DeHandlers, fork skins, nice, $1200. One RM has 9" travel with Betor forks & Kayaba shocks, $550. Other RM stock, $425. Both sharp & fast. (714) 996-5359. (12)

New Boss frames
250 Yamaha YZ 1977; 250 Harley-Davidson 1977. Nickel chrome. Bargain priced. Days (815) 744-5550; after 5 p.m. (815) 727-1393. (13)

400F Dresda Racing Frame
New, one of two in existence. Would make a great start for a custom cafe racer. I can't use it; it goes for what I paid. Leslie, evenings (401) 766-0998. (12)

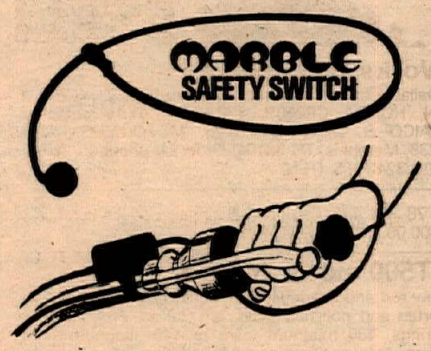
Incredible Polishing Cloth
Shines and protects all kinds of metal. $3.50 satisfaction guaranteed. SKS PRODUCTS, Box 109, Wethersfield, CT 06109. CT residents add 7% tax. (12)

'76, 175 KTM street legal
Excellent condition, $650 O.BO. (213) 353-9253. (12)

'78 RM 250C, Fox Shox — $850
Great condition, extra parts. Delivery possible. Let ring, ask for Stuart, Days (213) 394-9991, eves & wknds (213) 552-2371. (12)

Norton flattracker
Ready to race, Axtell head, enough spares to make two bikes, make offer. Maely ½ skid shoe with boots, size 7, $40. (714) 442-0084 or (714) 443-1454. (12)

Yamaha YZ 100 E
Excellent condition — miled head — ported cylinder — lately oversize — with new piston and rings, must break in. Race ready — must see, $550. (213) 348-3184. (12)



December 1978 Modern Cycle, Product Evaluation
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10 in. travel Betor forks
$99.95 while they last. Easy fit. CR125, RM100, Bultacos, Can-Ams. Univ. spindle, general instructions, IT mach. reqd. Days (213) 873-2141. (14)

750 Yamaha
Dickie Newell engine, Champion frame, Gremeca dics. All fresh and very fast. I want to road race, prefer trade for TZ250 but will sell, $2,500. Call after 6:00 p.m. (309) 647-4188. (12)

390 Husky motor
'78 CR with O.R. gears, like new, complete with pipe, 38 Mikuni and MotoPlat, $500.00. Will throw in a complete '76 Husky frame, wheels, forks, tank, Fox shocks, etc. $190.00. (803) 229-7542. (12)

'74 Honda 125 CR
Bored next size over. NEW piston & rings. $395.00 or B/O. Call after 5:00 p.m., Mike (213) 635-6606. (13)

1977 Ford van
460 c.i., 8300 GVW with extra 1000 lb. pkg., sway bars, A.C., cruise, 40 gal. tank, Captain's chairs, 8 lug wht. spokes, limited slip, AM/FM-8 track, 18,700 miles, black with Bultaco stripe, $7800.00. (707) 464-4289 after five. (9)

175 Phantom Ossa
100 miles on engine, good condition, $500.00. (213) 633-6711. (12)

(213) 348-8381. (35/TFN)

'78 Maico Magnum 400
Excellent condition, new shocks, forks, $1025. (209) 227-9168. (12)

Ted Boody short track motor
Was built by Dennis Latimer. Have Dennis build your motor and pipe. Oklahoma City, (405) 942-0355. (12)

Wanted SL 125 Honda
Rolling frame or complete bike. May consider basket case. Call after 6:00 p.m. (714) 557-3689. (9/TFN)

WANTED IT or SUZ MOTOR. (213) 596-3691. (12)

DODGE STEP VAN, runs good, first $1000 cash. (714) 495-1642. (12)

'78 Yamaha YZ125E
Immaculate, bought new Sept. '78, ridden little. Moto-X Fox head and exhaust flange. Metzelers front and rear, owned by shop mechanic. $750.00. (213) 670-8075. (13)

WANTED — YZ125 or YZ250 triple tree and crown, 1977 up. (213) 674-5825. (12)

'76 Yamaha TT 500
Excellent condition, Curnutts, Terry Kit, big tank, skid plate, air caps, best of everything; Call after 6:00 p.m. $850.00. (714) 898-5363. (12)

Late '74 — 22 ft. Smuggler
A&E awning, playkool cooler, clock, TV antenna, dual batteries, 2-40 gal. water tanks — A-1 condition. $3750.00 or best. (213) 630-1292 after 5. (12)

Works RM 100 B
32 Mikuni, DG head, ported, Al Baker pipe, Magura, 125 suspension with Arnaco shocks, new sprockets, front Metzeler. (213) 998-1392. (12)

Street legal 1977 YZ80
FMF head, Al Baker fork kit, 13½" S&W shocks, xlnt. cond., $350.00. (213) 697-9444. (12)

Works seat covers
Available for: All Yamaha YZD thru F, SUZUKI RM & RN, HONDA CR250R, $16.50 + $1.10 shipping. MAICO & CAN-AM, $20.25. MOTODESIGN, Box 4233, Memphis, TN 38104. Order by phone 24 hours, (901) 324-7755. (TFN)

'78 RM 125 C, ridden 3 times, perfect condition, $800.00. (213) 347-0424. (12)

TT500 motor & parts
New rod and bearings, Pro-Tec 90mm 11 to 1 piston, ported and polished head, big valves, Pro-Tec valve springs, 480 magnum cam or 440 magnum cam, 38mm Mikuni, two pipes, $450.00. Pro-Fab swingarm, S&W shocks used, 3 sets springs, skinny fat tank, painted stock tank, $100.00 all. Other parts. Judy (213) 587-1809. (12)

'78 HUSQVARNA 250 OR, like new, raced once, $1295.00. (714) 837-9638. (12)

'79 KX 250 A5, excellent condition, $1,550.00 O.B.O. (213) 721-7831. (12)

KTM 175
MC-5 frame, Wheelsmith modified, Marzocchi forks, many extras, blueprinted cylinder, super clean & fast. Must sell, $550. (714) 639-1645. (12)

CZ-Husky
C-Z front wheel, Buchanan's lace & DID rim, new. $75.00. Pro-Fab Husky frame, front half. $75.00. (213) 681-1044. (12)

Good home needed
1968 Kawasaki 500 Mach 3 needs a place to live. Rebuilt, runs great. Also 1976, 125 Suzuki RM. $450.00 each or make offer. (213) 768-0701. (12)

'76 Yamaha YZ 400
Excellent condition, never raced, $675.00/best offer. Eves & weekends (213) 894-0776. (12)

SPEEDWAY, two, two valves plus spares. After five weekdays. $1600.00. (213) 335-4643. (12)

'73 YAMAHA 80 GT. Curnutts, runs good, clean, $165.00. (213) 782-6472. (12)

Norton owners
Norton parts and High Performance Kits. Send $1.00 for catalog to: H P INTERNATIONAL, 8721 Garden Grove Blvd., Garden Grove, CA 92644. (714) 537-6033. (12)

New '78 KTM 250MX, $1695
Last one on our showroom floor. Price $1695.00 + tax & registration. Dealer. YAMAHA OF GOLETA (805) 964-7714. (12)

Kenny Roberts shorttracker
Kenny Roberts frame 350 Honda shorttracker. Immaculate, $1700.00 or will consider trade. Jeff Haney (408) 394-5545. (12)

Custom Auxiliary gas tanks
FOR cars, trucks, and vans. Sales and installation. Mon.-Fri. 9-5 p.m. Sat. 8-12 noon. J.M. ENGINEERING & MFG., 189 Viking Ave., Brea, CA 92621. (714) 990-8171. (12)

Speedway
'76 Jawa 2-valve. Xlnt. cond., 2 pipes, 2 seats, 12 R/sprockets, much more. $1200.00. Call John after 5:00 p.m. (714) 623-0437. (13)

CZ
Parts, accessories and service. JB CYCLERY, 2332 Fruitdale, Ave., San Jose, CA 95128. (408) 286-2891. (TFN)

YAMAHA TT/DIRTTRACKER. Shell frame and glass, 650 Twin w/34 Mikunis, race ready. AMA Pro main winner. $995. May deliver. Call Mike — (604) 271-3198. (12)

Son not interested
New '78 Carabela 125 short track bike, 5 speed, never raced, spares. $650. (318) 281-6782. (12)

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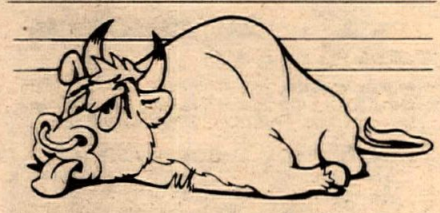
D/E. Also, 13½, 14¼, 14¾, 15¾, 17½ in stock. Retail only. Visa, MC, UPS. American Competition, 1033 North St., Fremont, OH 43420. (419) 332-5085. (12)

'78 YZ 250 E
Perfect condition, all stock, must sell, $1150 or best offer. (213) 375-6394. (12)



B.S. says Mooo-vum!
New '78 Husky 250 CR/'78 Husky 390 desert set up/ '78 Can-Am 250 — $1499. New Honda Ohlins/new and used 15" Ohlins, used 250/360/390s. All '79 Can-Ams in stock. 'We know our stuff.' BILL SALTZMAN MOTORCYCLES (213) 337-6811. (16)

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Hardly ridden, raced only three times, Metzelers, financial problems, must sell. $1500.00 or best. Call (714) 521-9870. (12)

1977 IT 175
Very clean and well maintained. $650. (714) 586-4928. (12)

Trail kit & 2 motorcycles
KT-250 trail kit, $100.00 complete. Pre '64 Greeves Challenger 250, $125.00. '68 Greeves 250 Challenger 250 basket case, xtras, make offer. (503) 282-5177. (12)

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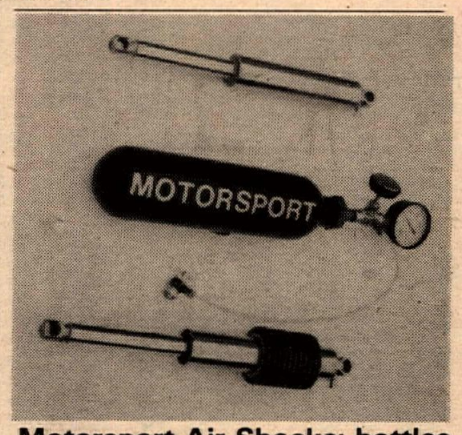
Race ready 1978 H-D, Carl Patrick heads, Lawwill frame. Many extras. Raced by Mike Escue, 23P. $6,000. Days (815) 744-5550; after 5 p.m. (815) 727-1393. (13)



Motorsport Air Shocks; bottles
13-16 Len 4-6 Trav, $149.50 w/o fins, $174.50 w/fins. 17½", $199.50. Certified N_2 bottles, $89.50. Bottle & shocks, $20 disc. MOTORSPORT, 15520 Illinois, Paramount, CA 90723. (213) 531-0418, (213) 596-3691 eve. (18)

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'78 Toyota SR 5 speed engine. Complete, motor equipped, transmission & drive shaft, approx. 10,000 miles. Great condition. If interested, call & ask for Mike (213) 280-4861. (13)

3 BEDROOM CONDO. 2 car garage, swimming pool — tennis court, $410.00/per month. Barbara Taylor (213) 866-7138. (4/TFN)

Dick 'Mann TT 500 frame
Stock tank, seat, fenders, side covers, new S&W shocks — Ask for Jim (805) 323-3111 or (805) 871-1857. (12)

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I paid $2000 for this beauty. Includes Fox Airs, Metzeler, and much detail work. Need cash. Will sacrifice for $1400. (714) 755-3036. (12)

'76 YAMAHA YZ400 MONOSHOCK, like new, only been out a couple of times. See to appreciate. $850.00. Call evenings (213) 598-0971. (12)

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'73, 360 MX Yamaha motor & frame only. '74, 501 Maico motor complete, frame in box. Make offer. After 5 (213) 323-4916 or (213) 532-4547. (12)

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Complete bike less motor with boots, leathers, $450.00. After 6:00 (714) 737-4943. (12)

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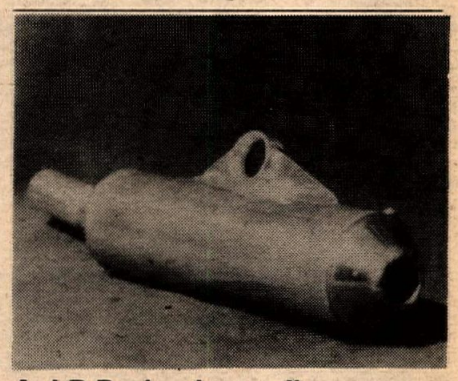

A.J.R.P. aluminum silencers
YZ-100-125, RM 125, $36.95. Dealers inquire. A.J.R.P., 13860 Milbank St., Sherman Oaks, CA 91423. (213) 784-4772. CA res. add 6%. (11)

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The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

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Your ad that runs in the West can run in the East for only $2.00 for 25 words or less, if over 25 words $5.00. Pictures are $3.00 extra.

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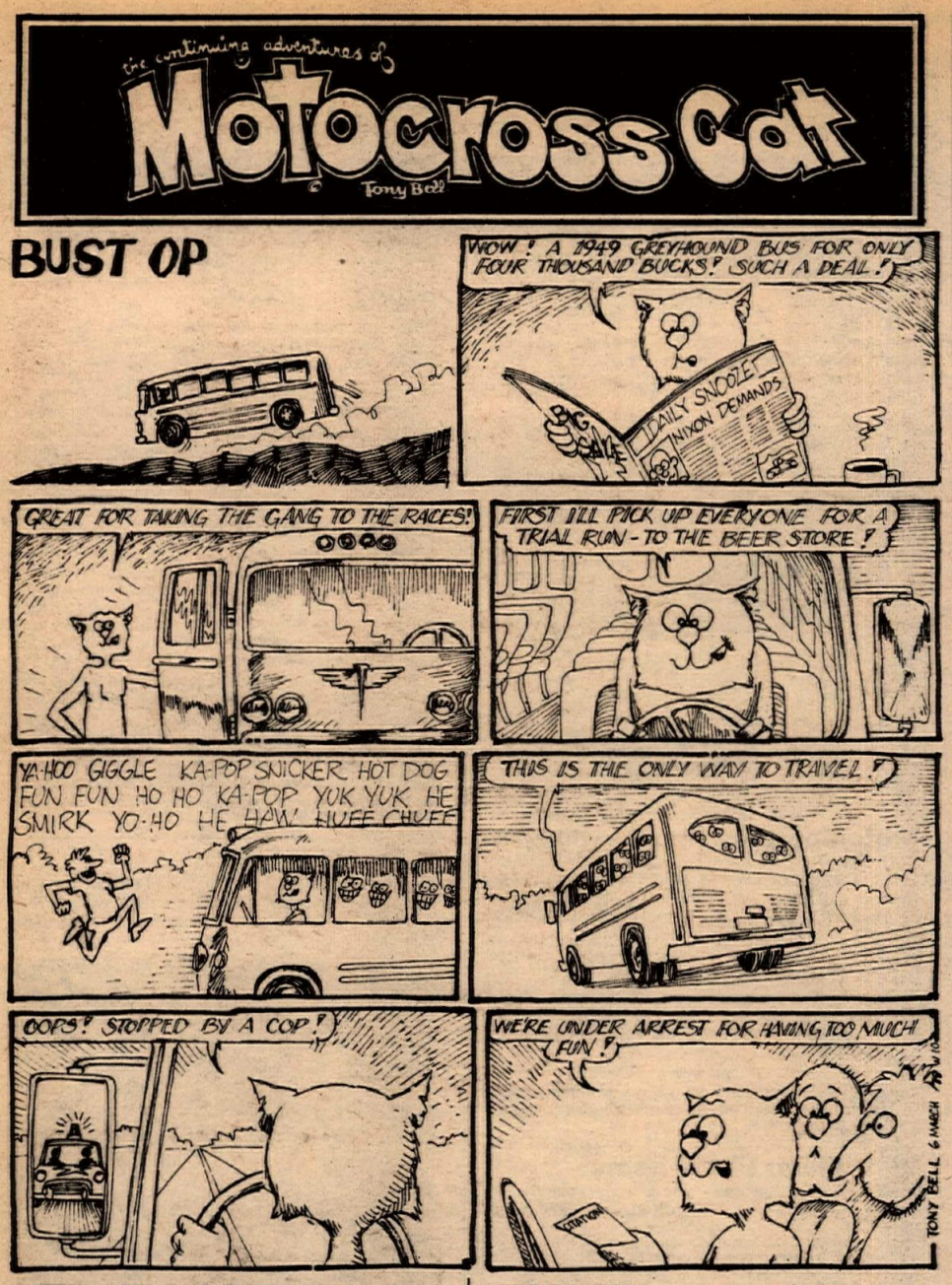

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608. Single Ceriani, forks, disc brakes. MORE!!! (714) 581-6075. (12)

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CLE Yamaha in Rosemead, 1978 model, includes Wheelsmith pipe, forks, Moto-Tec, clutch, reservoir shocks, improved brakes, padded seat, much more to list. New piston and rings, have receipts. For details call Crown Cycle at (213) 283-6934 or Arnold at (213) 263-3743. (12)

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Heavy duty gold D.I.D.'s, Metzelers, new piston. Maintained by mechanic and A-1! $1200 or best. Serious inquiries only. (415) 493-4780. (12)

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Fresh engine, extra wheels, full set of gearing, $4,000.00 OBO. (213) 281-5471 before 2 p.m. (13)

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836 kit, frame, fairing, back rest, Hooker, low miles, clean, reliable, 22,000 mi., 6,000 on motor. $1500.00 or offer. (714) 987-5826. (12)

Morris mags for BMW

with rear drilled disc. Also Daytona fairing — Kaw. bracket. After 5 p.m. (213) 542-8375. (12)

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Super clean! Great shape. Wheelsmith everything, $800.00. Must sell!! Days (714) 831-7471, eve. (714) 496-6471. (12)

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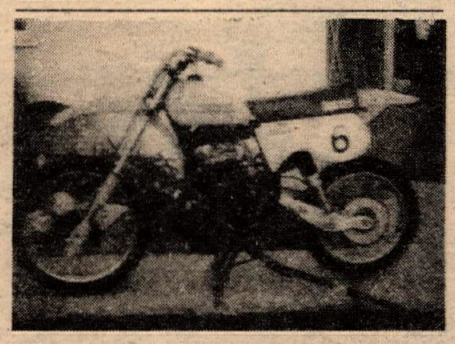
Excellent cond., very low mileage, stock, $900 or will trade for '70-'72 Datson P/U in running cond. Also '75 RD 350. Needs minor work, $500 O.B.O. Scott (714) 626-3966. (12)



'78 Suzuki RM125 race bikes

Like new, LOP prepared, Fox shocks, Simons forks, LOP swingarm, $1,000 and $1,500, loaded. (213) 332-5241. (12)

TZ 700 TOP END complete, new rings, bearings, pins, head, water pump, drive, manifolds. Lots of O-rings and gaskets, easy R.D. conversion, $300.00. Rob at (213) 842-2308. (12)

Wanted Bultaco 360 Astro

Cylinder & head. Steve Scott, Box N, Woodland Park, CO 80863. (303) 687-3376. (13)

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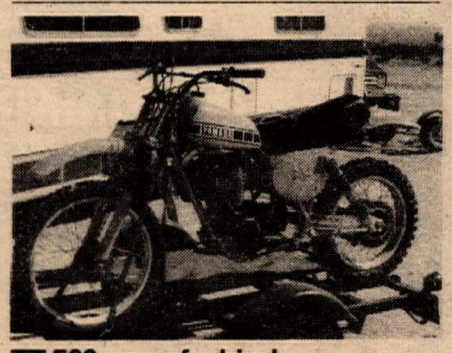
New top end, lower end. Exlnt. cond. Will consider XR 75 as part payment if also exlnt. cond. $550.00. (213) 532-5292. (12)



TT 500 one of a kind

All freshly built, White Bros. engine, X-Up swingarm & tensioner, Works Perf. shocks, too many extras to list. $1,200. (213) 420-1022. (12)

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Very clean, 0 hours on rebuild. Asking $900.00. Custom Bates leathers, 5'10". Size 9 boots w/steel shoe. Everything in great shape. (805) 482-2678. (12)

FOR SALE: New/used Bultaco parts. Accessories, super quick experimental engines, pistons, pipes, Akront rims, shocks, sleeves, skid plates, tanks, tires. Sold in one lot only. Formerly Pumfrey Bultaco. $750.00. (805) 526-1976. (12)

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Desert ready, Curnutts, skid plate, etc... Great condition. Call Jeff (213) 325-5360. (12)

750 Yamaha Champion

Very fast, completely rebuilt. Weighted crank, Newell & Shell top ends, DT II's. Beautiful condition, extra motor. $1600 O.B.O. Dave (915) 751-1244 or (915) 755-7906. (12)

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'78 Ford van

1 ton cargo, unfinished interior, holds 4 big bikes, stock, AM, trailer hitch, reg. gas. No catalytic. All white. 23,000 mi. $8,200. (213) 341-1435 or (213) 341-4481. (12)

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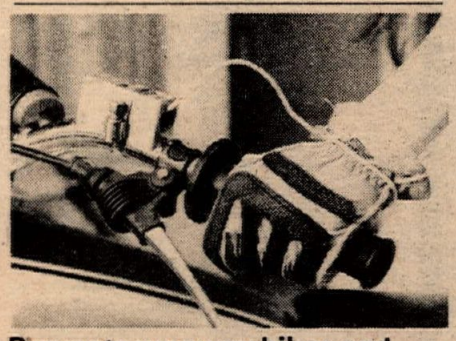

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Like new, box stock w/Super Trapp pipe. Near new pair of Hi Point boots goes with bike. (213) 421-6081. (12)

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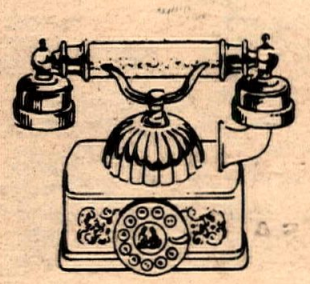

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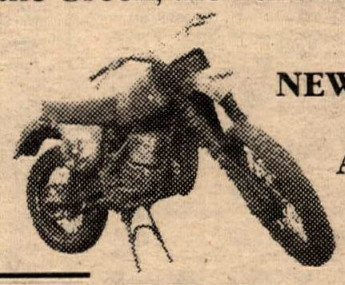

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ON THE FRONT PAGE: Detail shots of Kawasaki's new single shock rear suspension set-up, the Uni-Trak. The Uni-Trak made its American debut at Hangtown on the KX125SR and KX250SR works bikes. Photos by Charles Morey.

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VOICES

60 Minutes response

Environmentalists and ORV enthusiasts are not necessarily different groups of people. We include ourselves in a category that covers both outlooks but, as in every organized group, radicals develop, speak out and become representative of the beliefs and attitudes of everyone. Next pressure begins to build, propaganda begins to roll off the presses and in turn is fed to the public through various media as the catalyst that begins the long struggle to eliminate the undesirables. And so begins the cycle, of the biased awareness created by the media to cover up the real issues.

Instead of the private consumer organizations working together to make life better for themselves, they look to government for relief and more control, only to someday be controlled themselves. But they are obviously not aware of the real problems facing every American citizen, those being the need for all of us to entertain our various sport persuasions as a relief to the economic and personal pressures we all face in time of grave inflation.

The fact that land is becoming and in some areas is already a scarce commodity is an obvious problem, but industry and housing expansion are the real causes — not ORV enthusiasts. We are just trying to enjoy what's left. Because we the private sector have no control over the capitalization, the only out for some (excluding many like ourselves) of these neurotic environmentalists is to control the very people that someday may be part of the united front that will protect them from more government intervention and control.

Therefore I can only conclude that those people who produced and edited the *60 Minutes* ORV program were of the unaware, neurotic, power hungry environmentalists group.

If you have, as we have, been to the desert recently, it would be obvious to you as it is to us that land is plentiful, wildlife and vegetation scarce; not because of destructive ORV's but because of the climate within desert regions. To preserve entire desert areas and restrict access to ORV's is totally ridiculous. There is plenty of land to be shared between wildlife environmentalists and ORV enthusiasts and if an objective program were presented, this would have been obvious. We too, as many others would like to see a follow up program whereby social issues, reasons for the diminishing available land and wildlife, etc. are presented with objectivity and reality.

WARNER W. RILEY
DORIE A. WEINTRAUB
Skokie, IL

Ammex fan fights back

In regards to Ron Lawson's report on the Mar. 2 Corona motocross, I would like to say that I recently purchased one of those "radically ported" Ammexes and have gotten to know Don and Gary Jones fairly well. I've been in their shop enough to have seen the barrel on Gary's bike. It is not radically ported nor has it ever been touched by a porting tool. So it was not the "radical porting" that caused the Ammex to throw in the towel, but rather the Gilmore belt that they're experimenting with in place of the primary chain.

KIP KRENZ
A pleased Ammex rider
Walnut, CA

Open letter to the generous people of motorcycling

I will not attempt to condemn nor condone the actions of Mr. Puett in reference to the situation he finds himself in, which seems to be all of his own making. But I must make this warning plea to the big-hearted, beautiful people that are associated with motorcycling. This man has never given any written account of any kind of all the many dollars collected by him for the "Treasure Hunt." Many dollars were also given to him in outright donations. He told me prior to Christmas that he had sold over 400 tickets to the event already. Even if they were all individual tickets (the cheapest ones available), that would still add up to a minimum of $3600 collected prior to the event itself. After this statement to me he went to the District and pleaded for help to pay the fees required by BLM (around $800). This was then paid in full by a very generous person from District 37.

Although personnel from the Special Olympics Committee came out and helped collect money at the "gate" and helped run the "Hunt," they have never seen a cent of donation to help those special kids. The amount he claims he collected at the "Treasure Hunt" and prior to it seems questionable (it has been estimated to be possibly twice as much as the approximate $5000 total he claims).

The motorcycles (prizes) were never released by the dealers to the winners because they were paid for by rubber checks. He has recently been charged by the Sheriff's Department of writing over $10,000 worth of checks without sufficient funds to cover them.

All I want to say is for you generous hearts to think twice before you send any more money his way. Many things that he has told us have had only a grain of truth in them. I'm not sure whether he even knows where the truth ends and the fabrication begins . . .

Just beware. Because I care about each and every one of you, I feel I must speak out with this warning.

JOYCE MAY
(address withheld by request)

Answer to Puett's plea

Since you chose *Cycle News* as your forum to re-hash the Jan. 6-7 Treasure Hunt, with *CN's* permission, I'll do the same.

You ask for help in solving the problems arising from the Treasure Hunt but you make no effort to justify what happened. A lot of people as well as myself would like an explanation of the following points:

1. Is E-B-C Ranch licensed as a non-profit organization? (No record at local or state levels.)
2. If you are $10,000 in debt as a result of the Treasure Hunt, what happened to the entry fees collected?
3. What happened to the $1,000 contribution which was to be used for concrete work at the ranch. (No improvements done at ranch as of February '79).
4. I am told that you do not own ranch property but are leasing it and the owners have been trying for over six months to evict you.
5. No "children" at the ranch but one 27-year-old injured person who has a "multi-dollar" litigation pending of which you are trustee.
6. Charges brought against you by maker of finisher pins not for non-payment but for bad checks to pay for pins. (Same for Porsche/Audi dealer for Huskys and B&B Cycle for Hondas.)
7. I am informed that the Porsche/Audi dealer personally made good on Huskys but what about the Hondas? You told Honda winners that as of Feb. 12 prizes would be paid for. As of this date they have not been. How do you explain to the six-year-old who won the ATC 110?
8. Your phone has been disconnected and communication with you is non-existent at best.
9. What about prizes for people who won but were told to leave their name and address and prizes would be mailed.

Chuck, if you can answer these points to my satisfaction and the satisfaction of all those people who helped you, I will be the first one to jump in, with both feet and help you now. Until then I feel that the whole situation still looks shaky and I don't want any part of it.

(Name and address withheld by request)

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

NATIONAL PAPERS

They're getting ready to crank 'em up again at Ascot on March 30. This time the weekly string will go for seven straight Friday nights and give all the Experts a chance to get dialed-in for the three early season dirt track Nationals at Sacramento, San Jose and Ascot. The weekly events also will be qualifiers for the Juniors possibly to be invited to the Junior Invitationals at the San Jose Mile on May 6 and the same for Ascot on May 12.

This plan of having Juniors race it out on the half mile for the top 12 spots in recent years has proven to be the best formula for putting on a good race at both places. In fact, for the last two years, the Junior winner at San Jose has been decided at the finish line.

There also are rumors that Ascot will also host a *Novice* Invitational at their National. Same formula, taking only the top riders with the week-to-week points.

We have also been asked to pass on that for the April -14 mile at Sacramento, the Ambassador Inn Motel will offer a special discount to all riders and fans who call to reserve a room, and simply say that you are attending the AMA event. It gets you a good room at the lowest price on the circuit this season. Call 916/929-5600.

The West has a new potential hotshot in Novice Jim Filice. He traveled to Florida and ended up by far the most impressive and winningest Novice down there. And there were nearly 200 of them launching their racing careers!

Jim hails from the San Jose area. He claims to be 5'2" tall and weigh abouts one hundred pounds. I don't believe it, either. But I do believe that he goes fast and has the potential it takes to be the best in the country this year.

The kid also has a firm handshake and a smile when talking to the public and the press, something that has been missing of late by more than one up and coming rider.

Ascot's weekly show will feature from a crop of new Experts and a very few of the old. The 16-year-old rule has produced a fast turnover in talent, and it is going to be hard for any rider to stay on top and go fast to the ripe old age of 30.

We interviewed many riders on the radio show at Daytona, and it is amazing how many, with already proven talent, are not even 20 years old. They have eight, nine and 10 years of some type of racing experience behind them.

One of the most impressive teenagers I saw at Daytona was 19-year-old Randy Mamola. Randy rode well enough in both the Lightweight International and the 200 mile events to win them if he had not had problems.

If there were ever a road racer ready for a factory-backed effort, they need to look no further than Randy who has had Jim Doyle behind him all the way these past seasons.

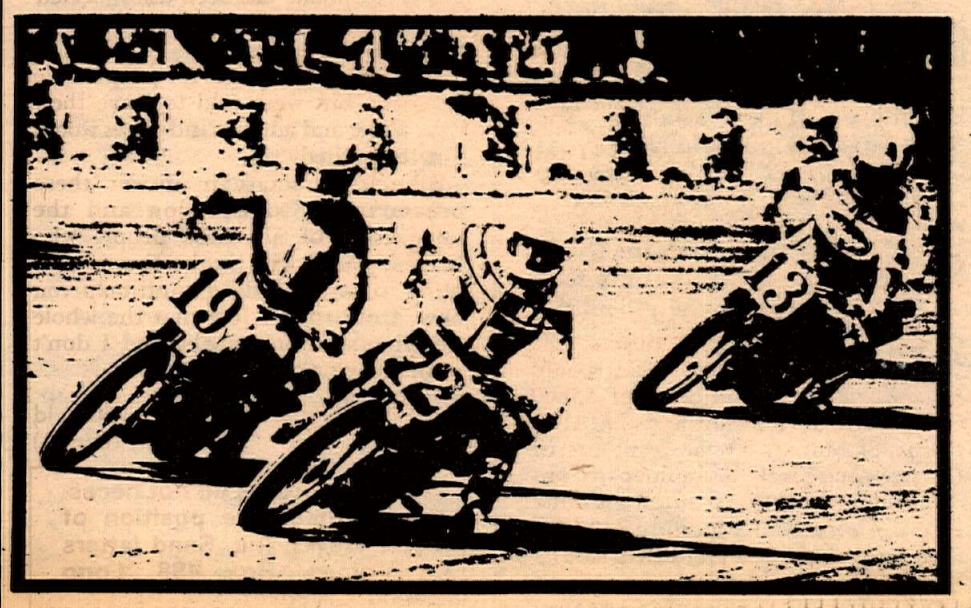
While Filice was standing above the rest of the Novices down South, I did not really see any outstanding Junior riders. I saw a lot of good ones but as yet none that looked like they could win most of the time against good competition.

Of course it is early in the season, but in the past, outstanding Juniors have had a habit of winning from the first race of the year.

Louisiana's Freddie Spencer looked like a cool veteran in his two outings on the road race course but passed up the dirt this trip. He is a Junior dirt tracker this year and has to start riding to get the points to move into the Winston Pro Series on a full time basis next year. Some say that he is as good on dirt as he is on the pavement — I would have to see it to believe it as he is the best rookie on the hard stuff I have ever seen.

So, Ascot starts the 23rd season of racing on Mar. 30. Someday we will compile a list of riders who have started there and gone on to win National races and Grand National titles. Who knows? We may be seeing more new future champs in this seven-race series coming up.

Roxy Rockwood



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THE LATEST POOP BY PAPA WEALEY

Papa got curious when he heard about John Roeder's claiming Marty Tripes' RC250 Honda works motocrosser at Hangtown, so he called up and asked a few to-the-point questions — like, why? Here's what Roeder said: "I wanted to make a point. I'd like to keep the factories honest. The claiming rule was put there for a purpose — to make it fair for the privateers. The factories say they use these exotic bikes for development of next year's production model...but all I can say is that Husqvarna and Maico don't race $100,000 motorcycles to develop them, and they make better bikes." Roeder said he had discussed the possibility of Honda's buying back the motorcycle with MX Manager Gunnar Lindstrom. When Lindstrom asked for a price, Roeder told him $15,000. Lindstrom told Roeder that the final decision would be made by someone else at Honda, but added that he'd recommend that Honda not buy the bike back. What will Roeder do with the bike, assuming Honda doesn't buy it? "I probably won't race it. I ride a Maico now, and I don't think I could set up the Honda to work as well. I'm getting ready to take it apart and measure it — porting — to see what makes it go so fast. I may use some parts like the sandcast hubs on my own bike or sell the parts." Lindstrom, in another phone conversation only moments after Roeder's, said, "He'll have a good time doing it. He'll find a production motor. The only difference is the centerport cylinder. We did lose a chassis, the double downtube. We'll have to get Japan to make us another one. And the forks...we have all the valving and springs. Nothing he has will fit them. The main problem is that now Jon R and Marty Tripes will have to spend a lot of long hours building and setting up a new bike. It's more of an inconvenience for them than anything else." Regarding Roeder's $100,000 estimate on the worth of works bikes, Lindstrom simply said, "He's totally out in the blue. We'll give him back his check if he wants it, just to save Marty and Jon R's time and work, but we're not going to buy it back for any more than that."

The Daytona 200 will be telecast by CBS on their *Sports Spectacular* show on Apr. 21. Ken Squires and Dave Despain will handle the commentary for what Dave informs us is a 20-minute (plus the inevitable commercial time) segment of the show. "Their film crew did a good job, especially on the five rider dice for the lead at the beginning of the race," said Despain, who called us from L.A. where he was involved in doing the voice-over for the upcoming telecast.

Moto-X Fox rider Larry Wosick is "bruised but OK," according to the folks at Bob and Geoff Fox's store in Campbell, CA. Wosick was riding in fourth place in the second 250cc National moto at Hangtown last weekend when a spectator stepped out in front of him trying to cross the track during the race. No reports on the spectator's condition. Larry is expected to return to action at Saddleback for the Tri-Cross Promotions 125/250cc AMA National Championship MX Series rounds.

Make that two in a row for Tri-Cross. On the weekend following their AMA National MX, Ron Henricksen and Ted Morewood will present Cyclerama '79, a nine-event program which begins with the Yamaha World Mini Grand Prix on April 5-8 and includes the Bosch $5,000 Pro-Am motocross, the Supernationals of BMX, the Coors Hillclimb, the Cyclerama Honda ATC-Odyssey Nationals, the CRC Coors Grand Prix, the SCTA Trials Spring Nationals and the Yamaha Speedway Kart Challenge Cup. And then in their spare time...For complete info, 213/868-8112.

Rumor has it that Barry Sheene will debut a 250cc GP Suzuki road racer in August at the British GP on the Silverstone. Based on the two rear cylinders of the RG 500, the 250 will mark Suzuki's return to the class after a 10-year absence.

Bultaco's Bernie Schreiber took a second in the French round of the World Trials Championship, boosting himself up to third in the standings. Schreiber was beaten by Montesa-riding Swede Ulf Karlsson, 82.4-88, with Charles Coutard (SWM) and Yrjo Vesterinen third and fourth. American Marland Whaley (Mon) placed ninth. Vesterinen (61 points) leads Martin Lampkin (49) and Schreiber (44) in the points after six rounds. Six remain.

Due to circumstances which they felt were unreasonable, the Shamrocks M.C. have decided to move their Two-Day ISDT Qualifier out of California City. They encountered problems, not with California City, but with Great Western Land Company, who owns the Lakeshore Inn. The club has moved the event to an area one mile north of Randsburg on Goler Road. The qualifier will run 165 miles per day; it will be necessary to have three pits. Two pits will be located at start/finish. The third pit will be off of Trona Road. The Shamrocks suggest that if you don't wish to camp out at the start/finish (there's lots of room there) that you consider staying in Ridgecrest which is about 20 miles north of the event area.

Mountain High Raceway and Huron Raceway, will run CMC sanctioned events in 1979. CMC also announced that contrary to rumors spreading throughout the state, both Cloud Nine and Fremont Raceway located in the San Francisco Bay area have not left the CMC, but have, instead, renewed their affiliation with the Costa Mesa-based orangization for the coming year. Check out the calendar listings for current and future events at these tracks.

Kenny Roberts is home resting and playing pool. He hopes to be out and about by the first of April. No racing until Austria but he will be visible.

Showing the *Cycle News* East fans just how it's done in California (especially in northern California) during the Daytona Speed Week was 16-year-old Jim Filice. Running his first ever Pro Novice races, Jimbo managed some 15 wins in 21 tries, garnered 18 points toward his Western Regional point race, picked up about 44½ points making his Junior points and a lot of fans along the way.

Filice plans to campaign a Terry Dorsch/Mike Konle, Champion framed Can-Am at the Friday night Ascot Park half-mile shows.

Also in Daytona for the happenings was young Doug Chandler who at the tender age of 13, is picking off records and championship titles faster than anyone around. The AMA amateur awards banquet showered him with four number one plates from his short track National runs and then, just for good measure, the AMA's highest amateur award, that of National Amateur Athlete of the Year.

Heard in the Kawasaki pits after Mike Baldwin's Daytona crash: "Hey, we didn't hire another Yvon DuHamel, did we?"

Suzuki has a watercooled 125cc motocross bike that Akira Watanabe is expected to race in the World Championship MX Series this year.

The Pace Management-promoted Supercross event originally scheduled for Pittsburgh, PA on July 6-7, then switched to Dallas, TX on the same date, has now been cancelled. When the promoter of the Mt. Morris, PA National MX heard about it, he changed his race date from May 13 to July 8. Musical motocross?

Update on Heikki Mikkola: The three-time 500cc World Motocross Champion broke his shin bone at a race in Hoeselt, Belgium. Mikkola was leading the wet, muddy race, according to Britain's *Motor Cycle Weekly*, when he caught his foot on a tree root and was pulled off the bike. Doctors expect him to be out 2-3 months.

Papa learned the other day that Rob Muzzy of Muzzy's M/C Specialties in Corvallis, OR was the builder of Skip Aksland's TT500 motor for the Houston event. He also did the "trick aluminum work" on Hocking's Honda and helped Brad Hurst become third-fastest qualifier for the TT. He did another TT500 motor, too. For Kenny Roberts. It's still sitting on the shelf, 'way up there in the northwoods.

California Racing Club has lined up $10,000 for Pros and a Yamaha motorcycle for Sportsman racers in the CRC Dr. Pepper/Yamaha Series. The four-race program kicks off at Indian Dunes on April 15, moves to Saddleback Park on April 22, hits the Racing World grass-covered natural terrain course on April 29, then wraps up on May 6 back at Indian Dunes with the Dunestown GP. Call 213/830-7519 and ask Jack for more info.

CRC Friday night racing at Indian Dunes will start on April 13 in conjunction with the NMA, but the mini-bikes will run a completely separate event on their own track.

The 1979 Trans-AME Series scheduled to begin April 8 has been cancelled. Contact AME for further information at 213/881-5778.

Amateur Jeff Mathews pushed his 400 Yamaha to the overall win in the Desert Squirrels M.C. AMA D-37 hare scrambles Mar. 25. Finishing second overall, first 250cc was Kem Park. Open Expert Lee Scheffers took third. Complete coverage next week.

We were sorry to hear that Jeff Fries, son of *CN* desert correspondent Joyce May, fell in the Desert Squirrels run and broke his arm. But it may be a lucky break for somebody because Jeff isn't going to be able to use his two entries to the Great Bear Grand Prix Mar. 31-Apr. 1. So if you need an entry for Saturday's Sportsman race or Sunday's Heavyweight race, give Joyce a call at 714/246-5014, after 5:30 p.m.

Fremont Raceway announced that their nighttime motocross, which ran on Friday nights last year, will switch to Wednesday nights for '79. The opening event is slated for Apr. 4. Call 415/355-4760.

Dave Harrell, who was mentioned in a race report on the Feb. 25 Sand Hill Ranch rough scrambles, wants everybody to know that he rode a Can-Am, not a Triumph as the race report said. It's an important distinction to Dave — he's a Can-Am dealer.

Norton! If the mere mention of the name brings (1) tears to your eyes, (2) pain to your wallet or (3) romantic fantasies to your mind involving the beautiful winding roads of the Isle of Man TT course, Papa has the answer. Or rather Brian Slark does. You need one of the new Norton catalogs from Brian Slark's Classic Motorcycles, 785-B W. 17th St., Costa Mesa, CA 92627. They're $2.

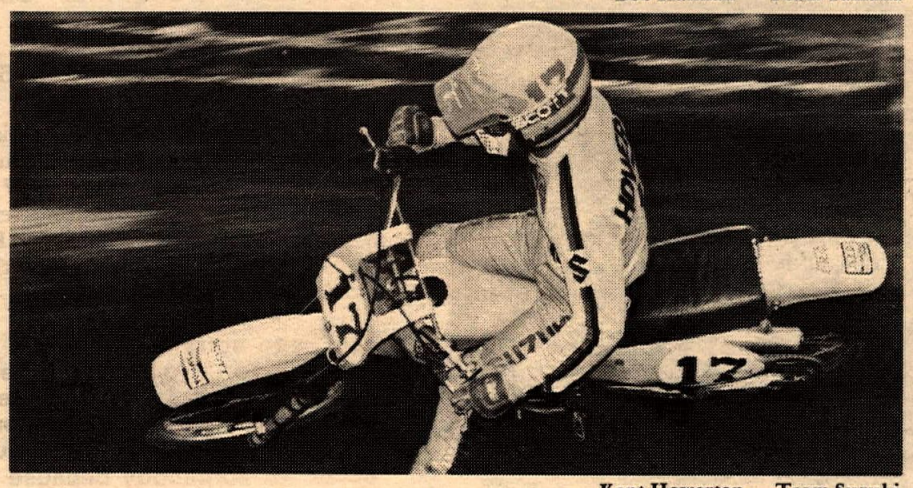
Las Vegas 400 is getting close! Entries are still open, however, and you can get more info from promoter Casey Folks at Sportsman Cycle in Las Vegas, NV, 702/457-0343. This year there will be a new 80-mile course, many new contingency sponsors, plus a free Suzuki to be given away at the riders' meeting. The event is scheduled for April 22, so get your entry in now!

The City of Mexicali went all out to make people involved in the SCORE Mexicali 250 feel right at home. Efforts included 24-hour police patrols of the major parking lots. ●

Winners Use PETTY!

Bob Hannah — Team Yamaha

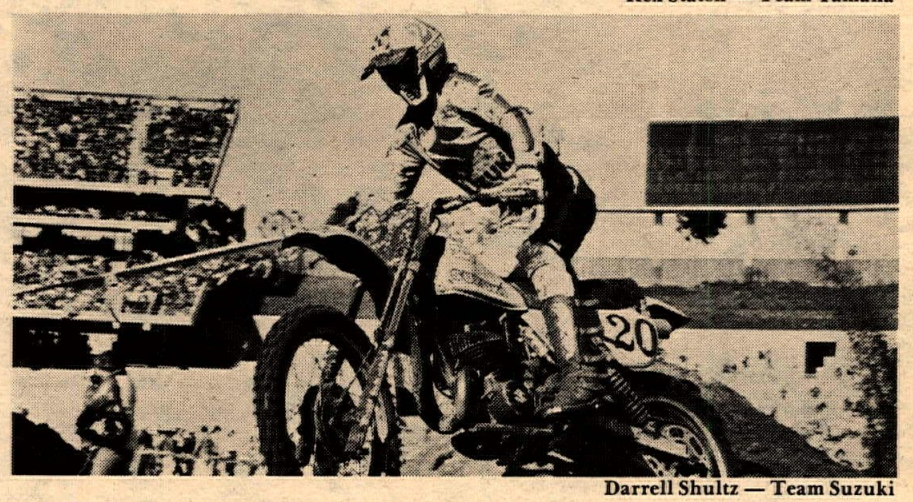
Rick Burgett — Team Yamaha



Kent Howerton — Team Suzuki

Rex Staten — Team Yamaha

Mike Bell — Team Yamaha



Darrell Shultz — Team Suzuki

Hannah, Burgett, Howerton, Staten, Bell, Shultz

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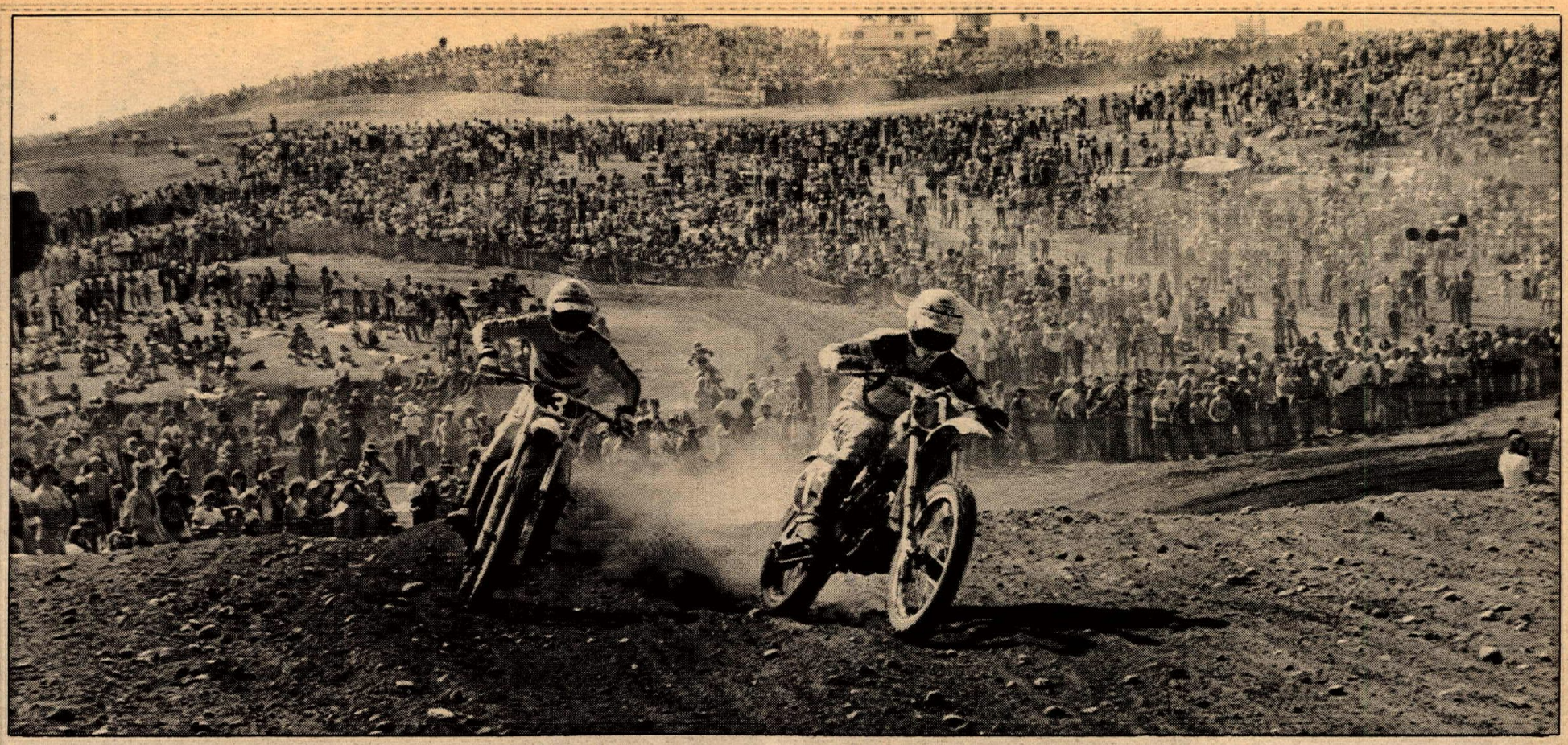


(Left) Here's a familiar sight — a flash from the past racing season — Bob "Hurricane" Hannah, all alone, out in front. Rerun time on the National circuit. (Above) Team Suzuki's Brian Myerscough (3) and Team Yamaha's 125cc National Champ Broc Glover (1) matched motos before Hangtown's abundant crowd, 3-1 to 1-3.

AMA 125/250cc National Championship MX Series — Rounds 1/1

Hangtown!

Something old, something new, claim game returns at 11th Dirt Diggers North Classic

By Charles Morey

SACRAMENTO, CA, MAR. 25

If Bob Hannah's riding exhibition at the Dirt Diggers North M.C.'s 11th Annual Hangtown Motocross Classic, this year backed by Carmichael Honda, is a sample of things to come in the American Motorcyclist Association 250cc National Championship MX Series, only an unforseen miracle would allow anyone else to displace him as National Champion. Hannah danced the Keith McCarty-tuned works Yamaha over the Prairie City Off-Highway Vehicle Park course leaving his closest rivals — Team Honda's Marty Tripes and Team Kawasaki's Jimmy Weinert — with a second place ride apiece behind "The Hurricane's" perfect 1-1 afternoon score. If his riding style were any less impressive to watch, it would be boring. But it's not.

While the 250cc title may be "spoken for" already, the 125cc Championship is anything but. Four *very* strong contenders made their intentions obvious in today's opening round of the '79 season, and at least another four potential top runners followed closely in their dusty wakes.

Team Yamaha's reigning National Champion Broc Glover showed his superior ability by winning the first 40-minute-plus-two-lap moto, but it was Team Suzuki's Brian Myerscough who won the second and matched the champ's moto scores — Glover's 1-3 to Myerscough's 3-1 — to put a tie for the lead in the series points race, 45-45.

Team Kawasaki's "Teeny Meanie" Jeff Ward rode a new KX125SR Uni-Trak works bike to a similar points tie with Team Suzuki's Mark Barnett. Each scored points for a second and a fourth placing — Ward with a 2-4, Barnett with a 4-2 — to put them next in the points run with 40 each.

The course at the 856-acre Sacramento County-owned park provided a wide variety of lines through many of the turns, and side-by-side racing with plenty of opportunity to pass was the order of the day. Rated fast by riders in practice, the track developed bumps and whoopers in its clay surface as the afternoon progressed, so that by the time final motos were run the track also earned a "challenging" rating. The only obvious problem — other than a good old fashioned mudhole that caught a few top riders by surprise — was dust that developed later in the day. And while it reached an inconvenient level, it certainly was no worse than what's found on many of the European GP courses we admire so much.

The only real hazard on the track was spectators. Hangtown usually draws around 30,000 people, and it's a partying, fun-loving crowd looking for what motocross has to offer. Unfortunately, they use very little discretion, or even common sense, when it comes to crossing the course *during* a race. Standard crowd control techniques were in effect, but the security people were simply outnumbered to the point of being overwhelmed.

One incident in particular drew a lot of attention — it happened immediately beneath announcer Bruce Flanders' perch — and both rider and spectator were hurt. Larry Wosick was putting in a very impressive race — he'd put his Moto-X Fox Honda in fifth place in the first 250cc moto after running with the leaders earlier in the race — and he was running fourth in the second moto when the spectator stepped into his path. Larry was knocked out in the get-off according to witnesses, and the unprotected spectator was hurt much more seriously. It's a high price to pay for a foolish error in judgement.

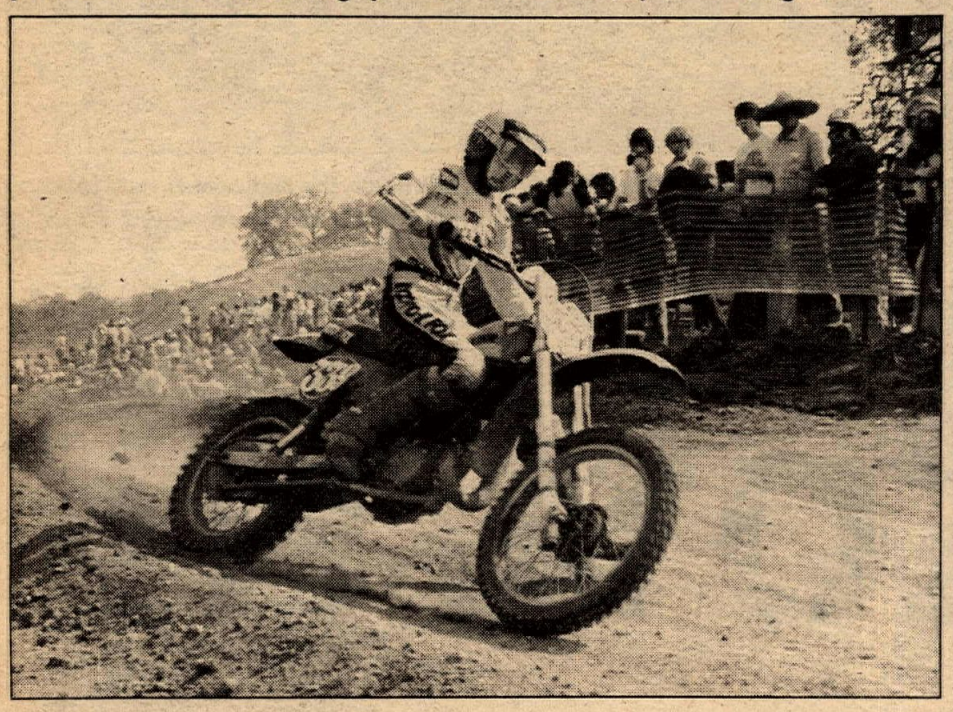
125cc National

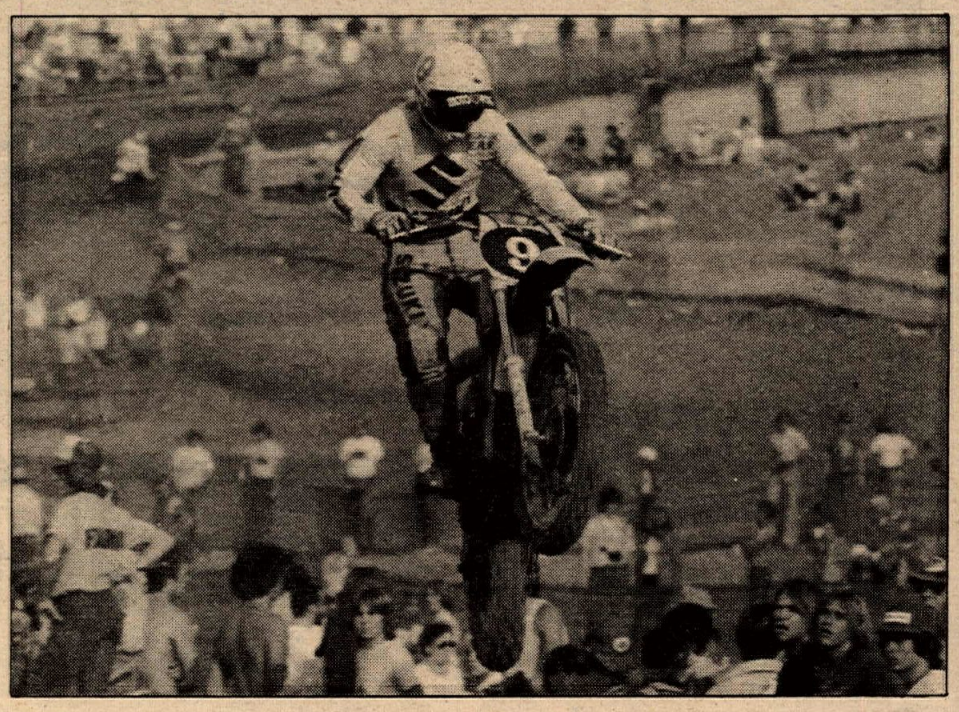
Randy Hess put his DG Performance Suzuki RM125 out in front when the gate dropped for the first moto of the '79 AMA National MX season. But Suzuki's Mark Barnett wasn't as lucky, and the Illinois rider got off dead last. He'd charge up to finish fourth three-quarters of an hour later.

But out in front, Hess had his hands full trying to hold back Kawasaki's Jeff Ward, Suzuki's Brian Myerscough, Yamaha's National Champ Broc Glover, Kawasaki-sponsored Chappy Blose, Team Honda's Warren Reid and LOP-backed David Taylor on his Yamaha. Donnie Cantaloupi, riding a Moto-X Fox Yamaha, Washington's Pat Jacobson on the Bellevue Suzuki RM125 and Pat Moroney's Moto-X Fox Suzuki completed the top 10 on the opening lap.

Ward made his move midway through the second lap, taking the lead from Hess, and by the end of lap two, Myerscough and Glover had put Hess back to fourth in their pursuit of the Teeny Meanie. Blose apparently had fallen and was riding visor-less back in the pack.

(Above) Team Kawasaki's "Teeny Meanie" Jeff Ward (7) dices with Glover. (Below, left) Moto-X Fox rider Larry Wosick looked like a sure thing for "top privateer" until a wandering spectator ended his day. (Below, right) Suzuki's Mark Barnett recovered from a dead last start in the first 125cc moto to finish 4-2.





The top three — Ward, who had passed by Myerscough on the next lap, and Glover — left the rest behind. In their three-way skirmish for the checkered flag, they pulled away and left fourth place for whoever could take it. About 10 minutes into the race, Glover overtook Ward and set his sights on Myerscough. A lap later, he got past and into the lead.

The leaders "kept in touch" and paced themselves for the long first moto of the National season. Then just before the two-lap sign came out, Myerscough put the pressure on Glover and got around. Glover returned the favor and repassed the Suzuki rider on the next lap as the two-lap sign came out. Then, with a lap and a half remaining, Ward cut in under Myerscough on an off-camber uphill left hand turn for second place. When the final flag fell, Glover had his first moto win, Ward had held second and Myerscough settled for third. Barnett had hustled up to fourth in a very impressive recovery ride, and Donnie Cantaloupi took fifth. Rounding out the top 10 were Pat Jacobson, Warren Reid, Danny Turner, David Taylor and Pat Moroney.

Randy Hess proved that his first moto holeshot was no one-time deal as he piloted the DG Performance Suzuki to a second moto lead followed by Pat Jacobson, Ron Turner on the Luft Yamaha, Broc Glover and David Taylor. But both Hess and Glover ran into problems on the first lap, and when they swept past the flagman for the first time, Ron Turner had the lead with Jeff Ward on his heels and David Taylor in pursuit. Hess was fourth, followed by Myerscough.

"I was in second place when I hit the mudhole," Broc Glover said later. "The bike stalled and I got run over, and hit, several times. I was 50 seconds back when I got started!"

But Glover wicked up the Jim Felt-tuned works Yamaha, and by the end of the third lap he'd moved from 26th at the end of lap one into 10th place!

In the meanwhile, Ward had taken over the lead, Myerscough had slipped into second ahead of Turner, and Barnett had moved up from seventh on the opening lap to fourth. On the next time around, he zapped Turner for third.

The top positions remained the same until just past the halfway sign. Glover was steadily whittling away at his opponents' advantage, making his way through the top 10 toward the front. At the halfway point he swept around Ron Turner on a turn and moved into fourth behind leader Ward, Myerscough and Barnett.

Then Myerscough made his move, getting around Ward at a ditch crossing, taking over the lead.

Things settled in — if you can call a WFO 125cc National MX "settled" — and the top four places didn't change until near the three-quarter mark when Barnett found a weakness in Ward's defense and took over second place.

Two laps later, as the two-laps-remaining sign came out, Glover closed on Ward also and began pressuring the Kawasaki rider. He found a way past on the last lap just making it into third and his tie with Myerscough in series points.

It was Myerscough's first National victory, but the young Suzuki rider seemed unusually placid and calm. Perhaps the reality will set in when the bonus check shows up.

250cc National

Bob Hannah's trigger finger was a hair quicker than anyone else's — and the works Yamaha probably wasn't lacking any power, either — as "The Hurricane" blasted to the front of the first 250cc National moto with Larry Wosick's Moto-X Fox Honda and Jimmy Weinert's Uni-Trak Kawasaki close behind.

Crowd favorite Danny "Magoo" Chandler tangled with another rider at the start: "I hit him *hard* in the back! I stopped to see if he was OK. The bike loaded up, then seized later in the race," Magoo explained. He was able to make repairs to the Maico and return for the second race.

Meanwhile, Hannah was waltzing the works Yamaha around the course. By the end of lap three, he'd established a six-second lead on Weinert, who'd gotten around Wosick on lap two. Following them were Mike Guerra's Husqvarna, Kent Howerton's works Suzuki, Marty Tripes' Team Honda, Mark Gregson's LOP Yamaha and Husky rider Mark Robillard. Bob Reisinger's Kawasaki and Jeff Jennings' Suzuki completed the top 10.

Two laps later, Hannah had extended his lead to 21 seconds. Tripes had passed Howerton and rode in fifth behind Guerra. He moved into fourth on lap seven.

Hannah still held a secure lead, but on lap eight, only one second separated places two through four: Wosick, Weinert and Tripes. Two laps later, Weinert found a good spot to take out Wosick; Tripes followed suit one lap later.

Then Larry Wosick dropped back suddenly. "I hit something — I don't know what — and went right over the bars!" he said later. Wosick recovered to finish fifth in the moto.

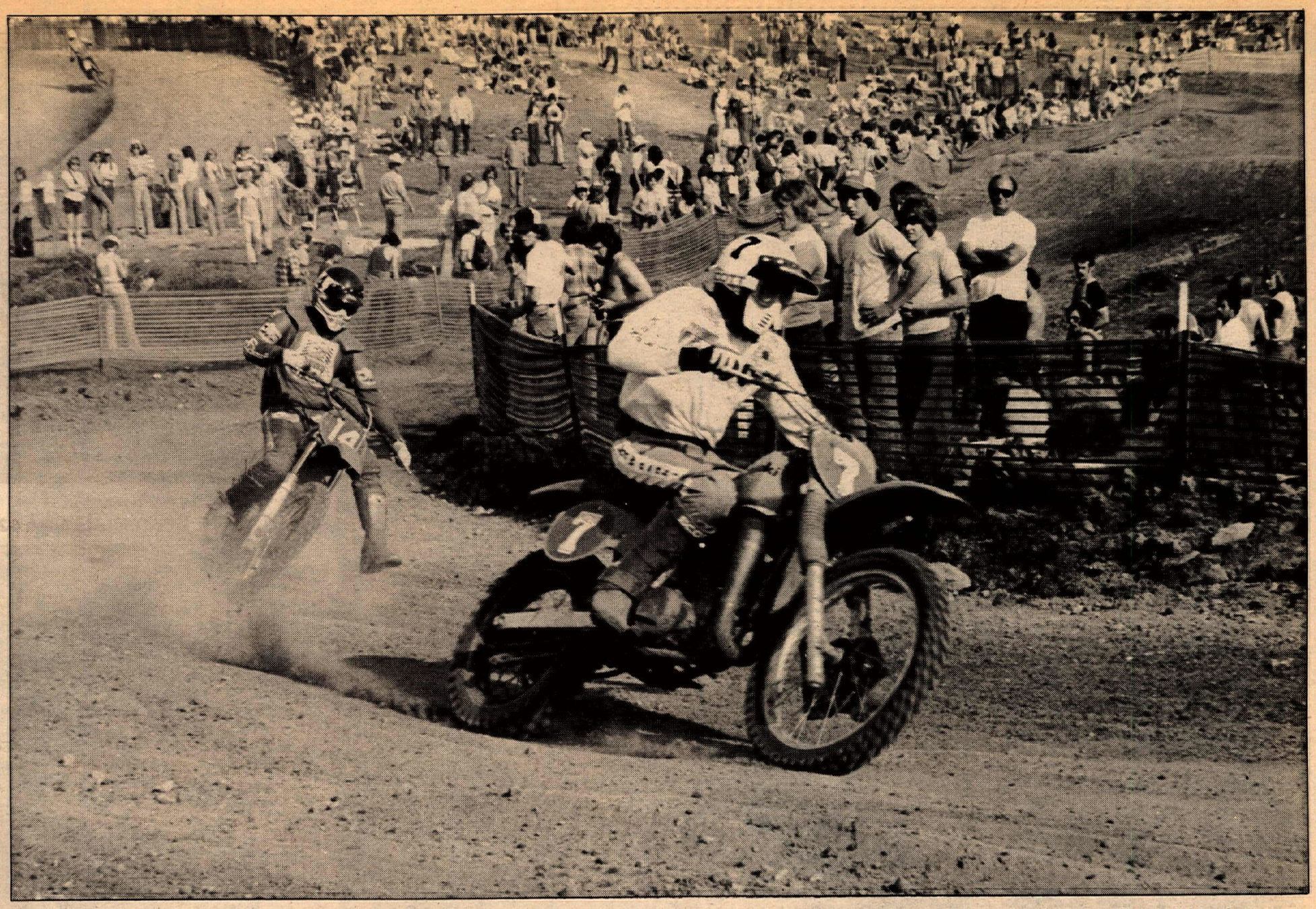
With three laps remaining in the first moto, Tripes poured it on and got past Weinert. But "The Jammer" wasn't ready to give up, yet. And with only three turns remaining in the moto, he picked his spot, squared the turn — a righthander at the bottom of a Prairie City hill — and stuffed the Kawasaki in under Tripes to take second place at the checkered flag.

Kent Howerton, Larry Wosick, Mike Guerra, Steve Wise, Jeff Jennings, Clark Jones and Carlos Serrano filled the remaining top 10 slots.

It was Hannah again, taking the lead at the start of round two. But this time, Marty Tripes was right there in second place and ready to give the Hurricane a fight. Kent Howerton ran third, and he was followed by Larry Wosick, Jeff Jennings, Steve Wise, Danny Chandler and Jimmy Weinert.

Hannah and Tripes were putting on a great show; Tripes wedging his front wheel in under Hannah or blasting wide around Hannah at every turn, and Hannah successfully slamming the door in his face repeatedly.

Steve Wise was harassing Larry Wosick unmercifully; the two bumped elbows, but Wosick held on. Hannah too was pushing hard, taking it to the step-off point, then pulling it back again miraculously.



(Above) Kawasaki teamster "Jammin' Jimmy" Weinert (7) and Team Honda's Marty Tripes (14) each scored a second placing and gave Hannah his closest competition in the 250cc class. (Below) Marty Tripes watches as referee Butch Lee and Kawasaki MX Manager Steve Johnson handle claims and checks.

Danny Chandler continued his string of hard luck when his chain came off and wrapped around the sprocket.

Lap five called an end to Larry Wosick's day, and that of the spectator who stepped out in front of him.

Jimmy Weinert was running a solid fourth place behind Kent Howerton when he crashed. As mechanic Roy Turner related later, The Jammer told him, "I haven't been over the bars like that in a *long* time!"

Hannah had built up a lead, but he let it slip away when he stalled the Yamaha on a hillside. Dirt jammed in between the brake pedal, and he had to kick it loose before he could continue. Tripes took advantage and closed the gap to two seconds.

At this point the race got pretty noisy. Tripes' pipe broke completely in two, and Kent Howerton's sounded like it was doing the same thing. Both retained their positions to finish second and third behind Hannah.

Rounding out the top 10 in the final moto were Jeff Jennings, Mark Lawrence, Mark Gregson, Clark Jones, Ron Pomeroy, Steve Rhyan and Boo Stichter.

The claim

John Roeder, a Maico rider from Chico, CA, showed up at Hangtown with two $3,500 checks, one of which he filed a claim for Marty Tripes' works Honda. The other went to a friend who filed for the same bike. Immediately the other factory team managers and riders joined forces and filed claims, too. A drawing was held where the person drawing the lowest number would win the claim — the right to buy the Honda — and Roeder drew number one. ●

Results

125cc NATIONAL

MOTO 1: 1. Broc Glover (Yam); 2. Jeff Ward (Kaw); 3. Brian Myerscough (Suz); 4. Mark Barnett (Suz); 5. Donnie Cantaloupi (Yam); 6. Pat Jacobson (Suz); 7. Warren Reid (Hon); 8. Danny Turner (Kaw); 9. David Taylor (Yam); 10. Pat Moroney (Suz); 11. Ron Turner (Yam); 12. Randy Hess (Suz); 13. Gary Denton; 14. Robert Handy (Suz); 15. Dan Conway (Suz); 16. Mel Newman (Suz); 17. John Greenway (Yam); 18. Jeff Watts; 19. Cliff Lett; 20. James Welch.

MOTO 2: 1. Brian Myerscough (Suz); 2. Mark Barnett (Suz); 3. Broc Glover (Yam); 4. Jeff Ward (Kaw); 5. Warren Reid (Hon); 6. Chappy Blose (Kaw); 7. Donnie Cantaloupi (Yam); 8. David Taylor (Yam); 9. Pat Jacobson (Suz); 10. Pat Moroney (Suz); 11. Danny Turner (Kaw); 12. Robert Handy (Suz); 13. David Hollis (Yam); 14. Randy Hess (Suz); 15. Danny Dobbins (Suz); 16. Dan Conway (Suz); 17. Gary Kuest (Yam); 18. Cliff Lett; 19. John Greenway (Yam); 20. Mel Newman (Suz).

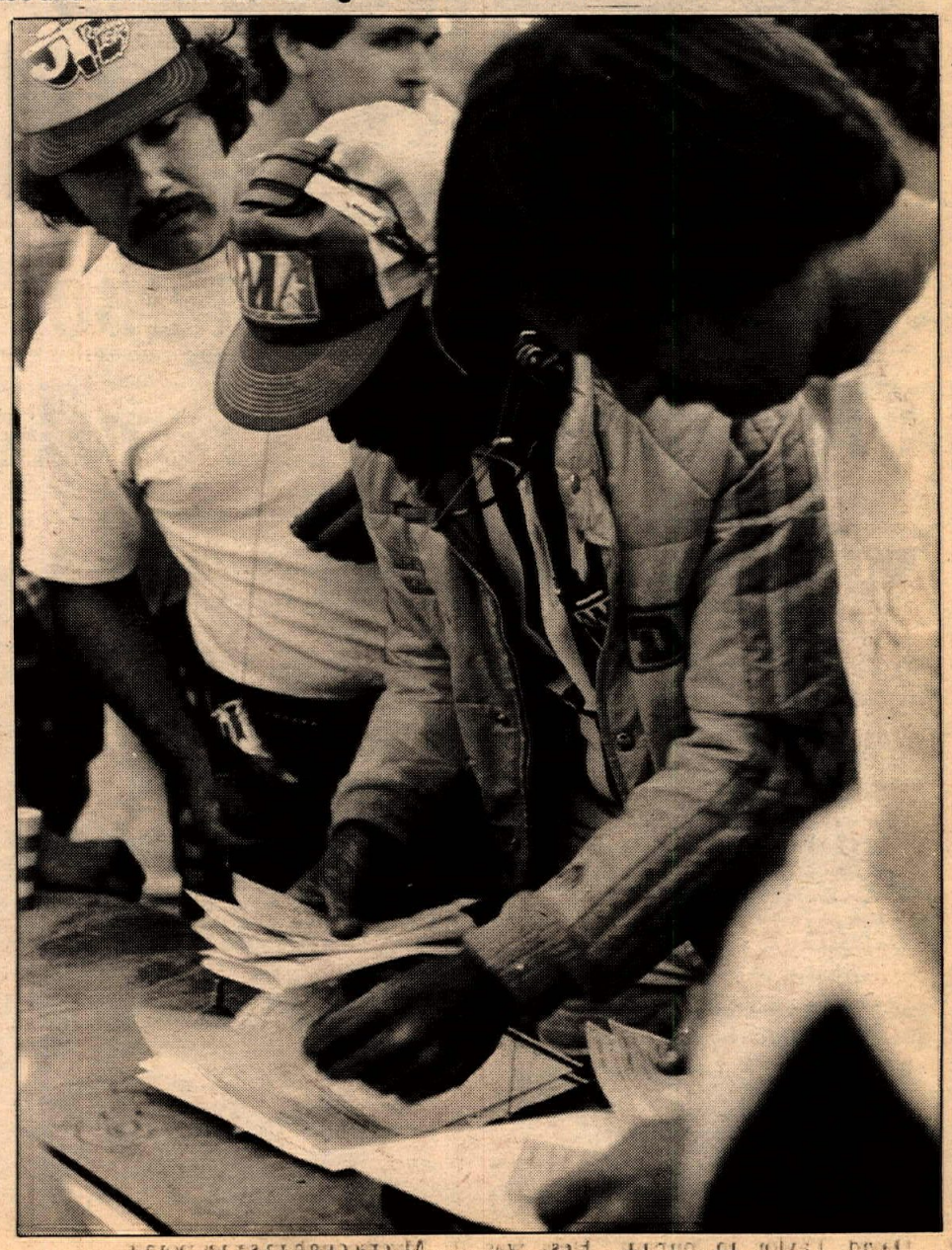
250cc NATIONAL

MOTO 1: 1. Bob Hannah (Yam); 2. Jimmy Weinert (Kaw); 3. Marty Tripes (Hon); 4. Kent Howerton (Suz); 5. Larry Wosick (Hon); 6. Mike Guerra (Hus); 7. Steve Wise (Hon); 8. Jeff Jennings (Suz); 9. Clark Jones (Hon); 10. Carlos Serrano (Mai); 11. Mark Lawrence (Yam); 12. Randy Losh; 13. Charles Halcomb (Hus); 14. Kippy Pierce (C-A); 15. Ron Pomeroy (Yam); 16. Steve Rhyan (Suz); 17. Bob Reisinger (Kaw); 18. Boo Stichter; 19. Mike Marquez; 20. Terry Bradshaw.

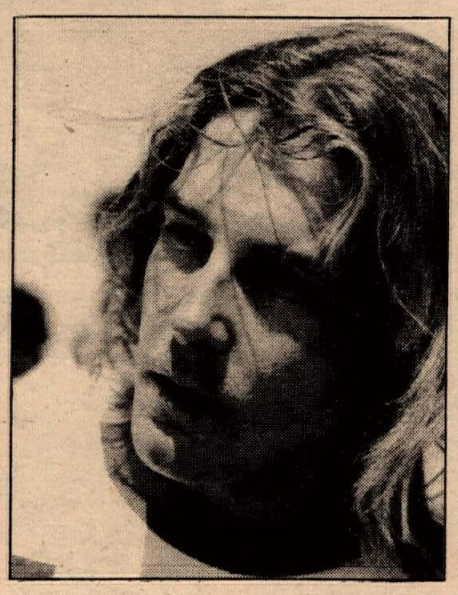
MOTO 2: 1. Bob Hannah (Yam); 2. Marty Tripes (Hon); 3. Kent Howerton (Suz); 4. Jeff Jennings (Suz); 5. Mike Lawrence (Yam); 6. Mark Gregson (Yam); 7. Clark Jones (Hon); 8. Ron Pomeroy (Yam); 9. Steve Rhyan (Suz); 10. Boo Stichter; 11. Carlos Serrano (Mai); 12. Mike Marquez; 13. Charles Halcomb (Hus); 14. Mike Preston (Suz); 15. Bob Reisinger (Kaw); 16. Shawn Hybarger (Mai); 17. Lenny Giger (Hon); 18. Mark Gambetti; 19. Randy Losh; 20. Dan Waller.

AMA 125cc NATIONAL CHAMPIONSHIP MX SERIES POINT STANDINGS: 1. (TIE) Brian Myerscough/Broc Glover (45); 3. (TIE) Mark Barnett/Jeff Ward (40); 5. (TIE) Warren Reid/Donnie Cantaloupi (30); 7. Pat Jacobson (27); 8. David Taylor (25); 9. Danny Turner (23); 10. Pat Moroney (22); 11. (TIE) Robert Handy/Randy Hess (16); 13. Chappy Blose (15); 14. Dan Conway (11); 15. Ron Turner (10); 16. (TIE) Gary Denton/David Hollis (8); 18. (TIE) Dan Dobbins/John Greenway/Mel Newman (6).

AMA 250cc NATIONAL CHAMPIONSHIP MX SERIES POINT STANDINGS: 1. Bob Hannah (50); 2. Marty Tripes (42); 3. Kent Howerton (38); 4. Jeff Jennings (31); 5. (TIE) Clark Jones/Mark Lawrence (26); 7. Jim Weinert (22); 8. Carlos Serrano (21); 9. Ron Pomeroy (19); 10. Steve Rhyan (17); 11. (TIE) Charles Halcomb/Larry Wosick (16); 13. (TIE) Mark Gregson/Mike Guerra (15); 15. (TIE) Boo Stichter/Steve Wise (14); 17. (TIE) Randy Losh/Mike Marquez (11); 19. Robert Reisinger (10); 20. (TIE) Kippy Pierce/Mike Preston (7).



(Above) Bruce Ogilvie blasts through a section just north of the first check. (Below left) Class 20 winner Tom Kelly. (Below center) Class 22 co-winner Chuck Miller. (Below right) Class 21 co-winner Brian Wright.



SCORE Mexicali 250

Ogilvie/Miller lead the way for Yamaha

By Dale Brown
Photos by Dale Brown and Suzie Mann

MEXICALI, B.C., MEX., MAR. 24

"If they beat us, they *deserve* it. I know how hard I rode," said Bruce Ogilvie at the finish of the 239-mile SCORE Mexicali 250. Ogilvie, joined by riding partner Chuck Miller, were waiting for the Brent Wallingsford/Scot Harden entry to arrive. Due to the respective starting times, Ogilvie and Miller would lose if Wallingsford finished less than six minutes after they did. But the Husqvarna flashed past the line about 11 minutes after Ogilvie did, thus giving the overall win to the Dale's Modern Cycle Yamaha-mounted duo with a time of 4:33:40.14.

Harden and Wallingsford, winners of many previous SCORE races, took second overall and second in the Open Class 22; followed by fellow Husky riders Chip Howell and Randy Hollenbeck, and the team of Jack Johnson and Larry Roeseler.

Brian Wright and Brad Henson followed up their Parker 400 class win with another 250cc Class 21 win, also aboard a Yamaha, this one sponsored by Southwest Paving Co. Tom Kelly also repeated a Parker 400 win, but this time he went solo. His 125cc Class 20 YZ sported a Leckich Tuning water-cooled barrel and was also sponsored by Duralube, Malcolm Smith and Al Baker.

The win in Class 30, for riders over 30 years, went to George Erl and Ramon Lowe, but not without a bit of high drama. Erl went down near the end of the race, breaking his right arm. He managed to make it to the next checkpoint where Bill Friant, believing his own partner was broken down on the course, rode the Erl/Lowe bike into the finish.

In Class 38, for riders over 38 years, the victory went to Cecil Hollenbeck and John Kaplan, riding a Husqvarna.

The course went south out of Mexicali to El Chinero, near the town of San Felipe, then north through Tres Pozos and Cohabuzo Junction on its way back to Mexicali. Riders described it as "fast."

Ogilvie, the first one out on the course, immediately started hooking it. Pre-race co-favorite Scot Harden had to cope with dust from the 11 bikes who started ahead of him. The other Team Husky entry, Larry Roeseler, did not get 20 miles out before he contracted a flat rear tire. He changed it at the gun club, where fellow Husky rider George Erl had a truck and a rear wheel. Ogilvie/Miller gained one minute on Harden/Wallingsford by check one, 38.4 miles into the race.

In Class 21, the early-starting team of Morgan Malocco and Kent Pfeiffer on their Fullerton Yamaha/Bel-Ray/CTI Retreads YZ had the physical lead, despite Malocco's stop for soil samples, but Brad Henson had the lead on time. They passed through check one together, but Henson's attempt to pass Malocco on a rocky hill past check one ended up in a soil sample when he "over berzerked it." The fall bent the handlebars but Henson got it going again.

Jeff Kaplan, the defending 250cc champ in this race, got off hard when his front brake cable snagged before check one. He broke his collarbone in the fall, but nonetheless managed to get the bike to check two. Rick Finger, his partner, came up the pavement from El Chinero and took over the bike to ride to the finish. Finger managed to finish, in spite of being sick with the flu.

Tom Kelly took the physical, as well as timed, lead in Class 20, followed by the Marv Chapman/Paul Emerson Suzuki team. Bill Friant, riding with Ted Jones, led Class 30 through check one and Sam Bass' Husky did the same to the Class 38 riders.

Up front, Harden, then Wallingsford, managed to bite into the Ogilvie/Miller lead. At check four, El Chinero, they were running virtually dead even on elapsed time. Roeseler had another flat rear tire, this one occurring on a *dry lake*. The Howell/Hollenbeck team was making its presence known, arriving at El Chinero five minutes behind the leaders and six minutes ahead of Roeseler and Johnson.

Wright and Henson worked up a two-minute lead by El Chinero over Malocco and Pfeiffer, with the team of Rich Zajic and Scot Duncan about five mintues back on their Yamaha. Kelly had about 15 minutes on his competition, despite destroying a front wheel, which was replaced at El Chinero.

The Erl/Lowe effort had gained the Class 30 lead on elapsed time by El Chinero. They came into the check about five minutes behind Jones and Friant, but had started seven minutes behind.

In Class 38, Bass had a 12-minute lead over Hollenbeck and Kaplan, but check four was the last one he made. He pulled out of the race after check four with unknown problems.

Wallingsford picked up the lead on elapsed time by check five at Cohabuzo Junction, running two minutes ahead of Ogilvie and Miller. But it was not to be. Picking up a wide, graded road about 15 miles out of the check, Wallingsford seized. He got it going, but seized again near the end of the road. He got it moving again but the time he'd lost made the difference. Johnson's luck also equaled that of his partner, Roeseler, with Jack running out of gas twice before the finish.

Wright and Henson sailed along,

Scot Harden skids his 390 Husky to a stop at El Chinero, where Brent Wallingsford is poised and ready to take over for him.

(Above) Brad Henson, Class 21 co-winner, blasts out of a turn. (Below) Tom Kelly rode the 239-mile race solo to win Class 20.

but a misplaced pit almost cost them a lot. Wright, riding from El Chinero to the finish, had to bum gas twice; once from Team Husky, and once from the pit crew of a car entry who mixed some motor oil with straight gas to get him going.

Pfeiffer had trouble finding a gas pit at one point, which cost him some time. Zajic, who rode from the start to Tres Pozos where Duncan would take over for the finish, has having a steady, trouble-free ride and starting to make up time on Malocco and Pfeiffer.

Kelly's lead was still strong, even though he encountered more front wheel trouble. The axle bolt came off and the front wheel cocked, causing him to spill. Duct tape and a borrowed cotter key kept him heading for the finish.

Ogilvie finished at 11:04 a.m. It was a near-flawless ride for both he and Miller. The only thing that slowed them down was when Bruce stopped a couple of times to adjust the rear brake. The Team Husqvarna people were waiting impatiently for Wallingsford to arrive, and burst into cheers when the sound of a bike coming in was heard only a couple of minutes after Ogilvie. But it was Miller, riding his personal bike into the finish. When Wallingsford came in, it was too late.

The next riders in were Hollenbeck and Johnson, and they were followed by Wright, whose jersey was spattered with blood because of a nosebleed following an impact with a branch on the course.

Malocco was the next rider to finish and he came in with no brakes at all and some hairy tales of corners late in the race. When Duncan arrived, everybody knew that it would be close. Duncan had crashed twice, but still the time he and Zajic set was better than that of Malocco and Pfeiffer — but only by 35 seconds! In fourth, and just two minutes off the time of second and third, was the Honda of Jimmy Jackson and Bill Robertson.

Kelly finished with a healthy lead in Class 20, not particularly tired even though he'd ridden the race solo. The team of Randy Coulter and Bob Maxwell finished second on a Mac Douglas Suzuki, with third going to Marv Chapman and Paul Emerson (Suz).

George Erl apparently crashed just before check six, but he managed to make it to the check where Bill Friant was waiting for Ted Jones. Friant, hearing that Jones had broken, agreed to ride the Up-Tite-sponsored Husky to the finish. After OKing it with SCORE officials, he took off for the finish. Jones, however, was only out of gas and finished later, ninth in class.

The Fullerton Yamaha-sponsored thumper of Lee Hamby and Rich Isbell took second, 12 minutes off the leader's time. Third went to David Davidson and Jeff Buckmier on a Husqvarna.

Hollenbeck and Kaplan continued in the Class 38 lead, with no problems other than a gas tank that wouldn't stay down. They had nearly 30 minutes on the runner-up team of Marty Reidner and John "Smokebomb" Gaetz. Peter Smith finished third, riding a Can-Am. ●

Results

CLASS 22: 1. Bruce Ogilvie/Chuck Miller (Yam) 4:33.30.14; 2. Scot Harden/Brent Wallingsford (Hus) 4:38.55.19; 3. Chip Howell/Randy Hollenbeck (Hus) 4:51.07.62; 4. Jack Johnson/Larry Roeseler (Hus); 5. Joe Jones (Hus); 6. Wayne Martin/Errol Clarke (Hus); 7. Luis Farell/Oscar Lujan; 8. R.A. "Buzz" Moeller/Jeff Moeller (Hus); 9. Paul Wilkins/Laura Maddox (Hus); 10. Chuck Sugar (Hus).

CLASS 21: 1. Brian Wright/Brad Henson (Yam) 4:54.39.97; 2. Scot Duncan/Richard Zajic (Yam) 5:09.12.93; 3. Morgan Malocco/Kent Pfeiffer (Yam) 5:09.48.48; 4. Jim Jackson/Bill Robertson (Hon); 5. A.L. Haydis/Darrell Hutchins (Yam); 6. Bill Tarling/Craig Adams (KTM); 7. Roland McFadden/Glen Palmer (Yam); 8. Chuck Rush/Fred Hansen, Jr. (Hus); 9. Rick Finger/Jeff Kaplan (Hus); 10. Billy Joe Lee/Ronnie Markegard (Hus).

CLASS 20: 1. Tom Kelly (Yam) 5:28.54.33; 2. Randy Coulter/Bob Maxwell (Suz) 5:44.18.39; 3. Marv Chapman/Paul Emerson (Suz) 6:00.28.44; 4. Oscar Hale, Jr./Rafel Ruanova (Hus); 5. Torsten Corum/Mike Shoemaker (Yam); 6. Fransisco Gonzalez/George Hernandez (Hus); 7. Scott Coutts/Scott Pfeiffer (Hus).

CLASS 30: 1. George Erl/Ramon Lowe (Hus) 5:41.54.29; 2. Lee Hamby/Rich Isbell (Yam) 5:53.49.53; 3. David A. Davidson/Jeff Buckamier, 5:56.25.11; 4. Bob Maynard/Lars Larsson (Bul); 5. Ron Bishop (C-A); 6. B.J. Smith/Tom Arnold (Bul); 7. Doug Douglas/Whitey Gregory (KTM); 8. Richard Jackson (Hus); 9. Ted Jones/Bill Friant (Mai); 10. Lou Peralta (Yam).

CLASS 38: 1. Cecil Hollenbeck/John Kaplan (Hus) 5:36.23.13; 2. Marty Reider/John "Smokebomb" Gaetz (Yam) 5:53.17.90; 3. Peter O. Smith (C-A) 6:17.43.83; 4. Kenneth Thorall/Robert Ayou (Hus); 5. Richard W. Prouty/Robert Crandall (Hus); 6. Ivan Summers; 7. Peter Bormanis/Pat Rice (Yam).

(Above) Jim Vaughn tore up the Open class from the first turn to the finish. (Below) An unorthodox entry stays with the pack. (Bottom) "Flyin" Bryan Taylor, true to the predictions, was the hottest Mini Sr.

Mickey Pizzitola simply out-classed his competition in the GNC Finals.

GNC International Finals

Texan Pizzitola takes two at the 'Dome

By Mike Reilly
Photos by David Douglass

HOUSTON, TX, MAR. 18

What critics said could never be done has, for the third straight year, proven them wrong. The Grand National Championship concluded their most successful season ever with tonight's finale in the Houston Astrodome. The greatest show on earth for grassroots motocrossers was again spectacular, but tonight the GNC directors brought it several steps closer to becoming the ultimate motocross challenge anywhere. Fourteen classes and over 1400 of the finest riders from North America challenged each other on the tricky Supercross track trying to win a Grand National Championship title.

The entire 1979 Regional Championship Series around the country and the 'Dome Finals were generously sponsored by Bosch Spark Plugs, Hi-Point Accessories, Howard Racing and Scott USA. All four offered contingency awards. The entire rewards for the night's winners totalled close to $20,000 with top 10 trophies for all classes, the first three positions towering over six feet tall and a $3,000 Expert cash fund. Special appearances from the "On Any Sunday II" film crew, motocross media, Yamaha and Suzuki competition directors, the Wheelie King, Doug Domokas and announcer Larry Huffman calling the Grand Finales made tonight's championships a memorable evening for all in attendance. But the objective of the GNC was to provide first class competition for their riders and crown 14 Grand National Champions.

Twenty-four of the fastest in the country sat on the line for each finale event — only the top 10 received the rewards — and only one of the 24 became the Grand National Champion for 1979.

Mickey Pizzitola from Houston, TX made GNC history tonight as the first Expert rider in the three-year history of the event to win two Grand National Championships. Mickey, sponsored by the Howard Racing Team made it look easy in both events, leading from the first turn to the checkered flag. Admitting later that things had never worked so well, Pizzitola was nevertheless involved in two dramatic contests as he powered a Kawasaki to victory over Todd Young from Louisiana in the 125cc race and a Honda to stop the challenge from Mike Tripes of California in the 250cc event.

At the start of the 125cc Expert class Pizzitola led Darryl Heisler, Rickey Palmer, Todd Young and Mike Clements. By the third lap Pizzitola had escaped with a three-second advantage and Young, from Homer, LA on a Suzuki, moved to second

position. Tennessee's Pedro Perales and Mike Tripes, who had traded the lap record through the eliminations, couldn't put it together for the final.

Meanwhile, Pizzitola, who failed to win the previous two years, was knocking off near-flawless laps. Though Young closed the margin considerably in the final lap, he came up short. Three riders including David King from Arizona, Carlo Musso from Louisiana, and Oklahoma's Clay Hoenshell made the battle for third the best race on the track. Taking sixth was Houston ace David McClain who showed his stuff by winning his heat race but was caught in traffic during the final and couldn't break free.

Mickey Pizzitola's win in the 250cc Expert class was a copy of his first win as he managed the holeshot, quickly set his fast pace, and held on as another rider broke out of the pack to give chase. This time it was Mike Tripes from Santee, CA on the Escondido Suzuki who wasted little time working from a mid-pack start past Clay Hoenshell and Kirk Spencer from Texas to move into second and start his pursuit of Pizzitola. Tripes, who was disappointed in not winning the 125cc class, cut down Mickey's lead about a second per lap but lacked the distance of two bikes from winning. Spencer and Hoenshell, both aboard Yamahas, were third and fourth after a good race on the final lap.

Alley Semar from New Iberia, LA was the crowd favorite. He was the only rider to challenge the treacherous finish line whoops fearlessly flying over two at a time and used this advantage to destroy the opposition in the 125cc Intermediate class.

Semar, who had earlier flown to the lead in the 100cc class in this manner only to drop it, stated later that he was riding conservatively in the 125cc Intermediate final to be sure to win. He had to be lying! Even with a six second lead on the final lap, Semar still held it wide open and continued his aerial acrobatics right to the finish.

Finishing second behind Semar's Honda was Kawasaki rider Curtis Rough from Jamul, CA. At the start, Curtis trailed Semar and Texas riders Kenny Paulica and Kyle Hughes. Behind were Jim Vaughn and Keith Davis, also from Texas. For three laps these riders slugged it out until Rough finally escaped for a secure second position ahead of Vaughn and Davis.

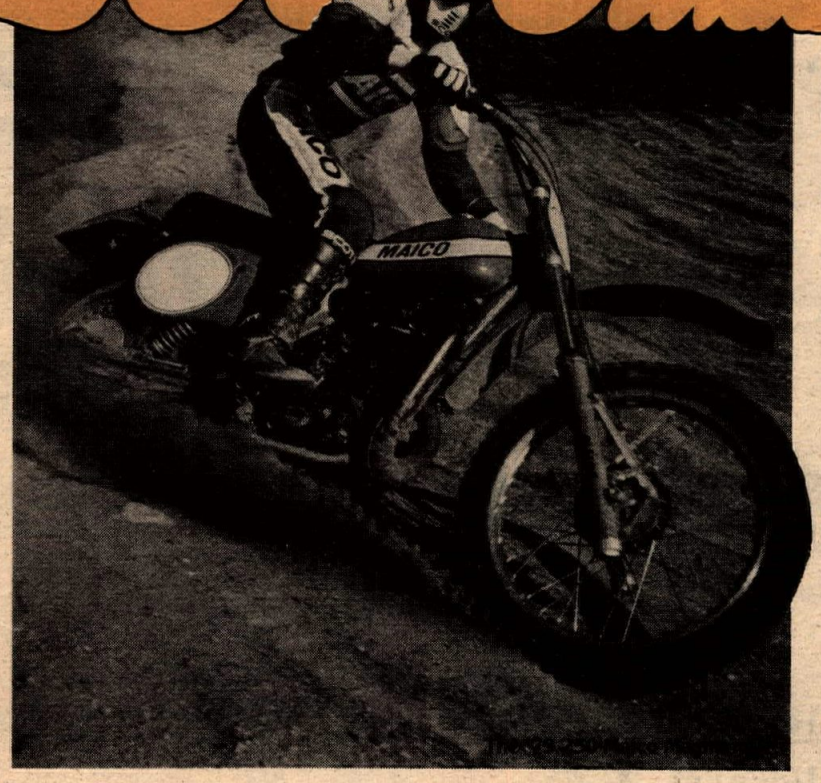
Jim Vaughn, from Houston on a Wiseco-sponsored Suzuki, simply outmuscled everyone else through the left hand sweeper first turn and from then on it just got easier as he stretched his margin of victory over Tracy Durham and Chuck Nichols from Texas in the Open class. James Kinzler from League City, Texas fought off a mob of about 10 riders for fourth.

Bryan Grayson from Clarence, LA couldn't believe his good luck in the 250cc Intermediate class, and might still have been a doubter until he was handed the six foot, three-inch first place trophy. At the start of the final, Grayson was in fourth following "Bullet" Ben Theriot from Louisiana and Texas riders Gary Graham and Chris Christoph. Behind him were Californian Phillip Johnson and Keith Tarver from Mississippi. Theriot crashed and then remounted for eventual sixth place. The turning point in Grayson's motocross career occurred on lap four of the six-lap final.

Chris Christoph, on a Honda, became the leader and was heading for GNC history as the first rider to ever follow a Novice championship

(Continued to page 44)

250 Class



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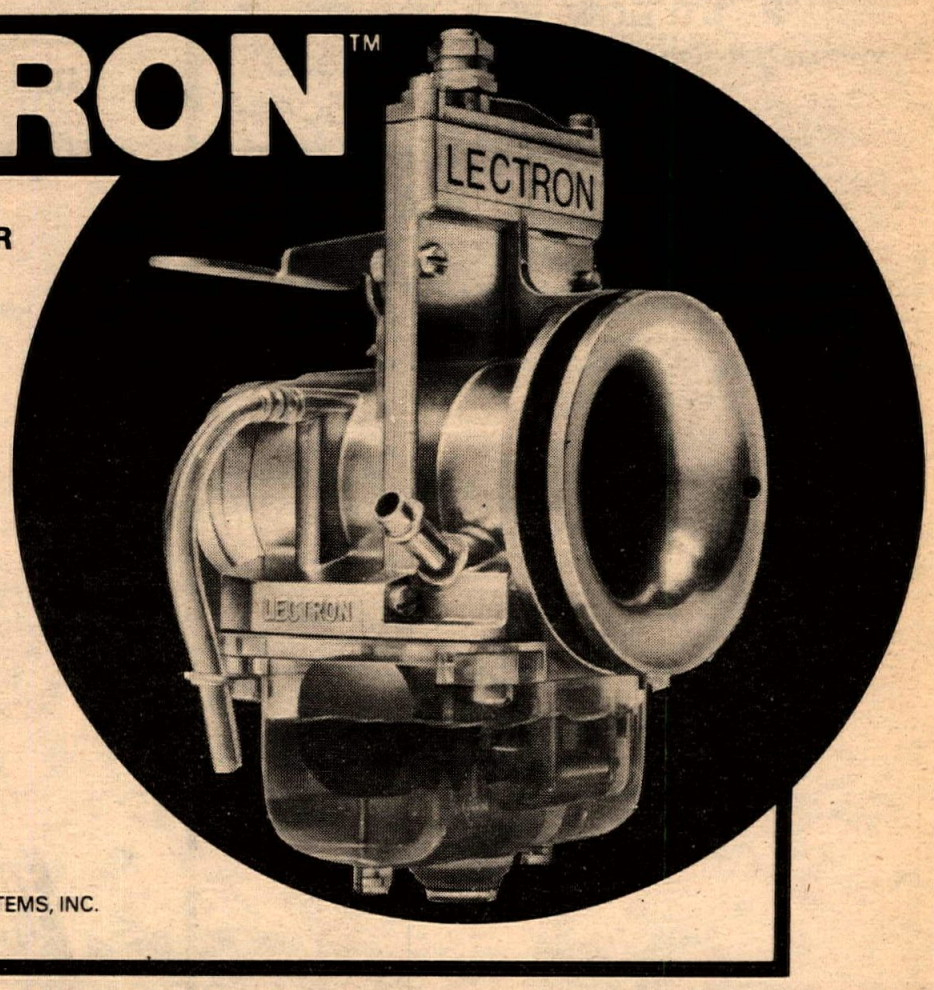

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